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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	NOON	E.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.30	4.45	5.30
Yanmahi ...Dep.	6.50	8.15	8.40	9.25	10.40	12.10	1.25	2.40	4.55	5.40
Shatin ...Dep.	7.00	8.25	8.50	9.35	10.50	12.20	1.35	2.50	5.05	5.50
Taipei ...Dep.	7.10	8.35	9.00	9.45	11.00	12.30	1.45	3.00	5.15	6.00
TaipeiMarketDep.	7.20	8.45	9.10	9.55	11.10	12.40	1.55	3.10	5.25	6.10
Fanning ...Dep.	7.30	8.55	9.20	10.05	11.20	12.50	2.05	3.20	5.35	6.20
Shanghai ...Dep.	7.40	9.05	9.30	10.15	11.30	13.00	2.15	3.30	5.45	6.30
Shanghai ...Arr.	7.50	9.15	9.40	10.25	11.40	13.10	2.25	3.40	5.55	6.40
Canton ...Arr.	8.00	9.25	9.50	10.35	11.50	13.20	2.35	3.50	6.05	6.50

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	A.M.	A.M.	O.	A.M.	A.M.	NOON	E.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.10	8.35	9.00	9.45	11.00	12.30	1.45	3.00	5.15	6.00
Shatin ...Dep.	7.20	8.45	9.10	9.55	11.10	12.40	1.55	3.10	5.25	6.10
Taipei ...Dep.	7.30	8.55	9.20	10.05	11.20	12.50	2.05	3.20	5.35	6.20
TaipeiMarketDep.	7.40	9.05	9.30	10.15	11.30	13.00	2.15	3.30	5.45	6.30
Fanning ...Dep.	7.50	9.15	9.40	10.25	11.40	13.10	2.25	3.40	5.55	6.40
Shanghai ...Dep.	8.00	9.25	9.50	10.35	11.50	13.20	2.35	3.50	6.05	6.50
Shanghai ...Arr.	8.10	9.35	10.00	10.45	12.00	13.30	2.45	4.00	6.15	7.00
Canton ...Arr.	8.20	9.45	10.10	10.55	12.10	13.40	2.55	4.10	6.25	7.10

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Our London Letter.

PRIVY COUNCIL AND THE EMPIRE.

MAN'S "BREACH" CLAIM.

LADIES AT OLYMPIA.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 30th.

The great legal dispute which has been proceeding for twenty years between Canada and Newfoundland as to the ownership of some 100,000 square miles of coast and hinterland in Labrador is engaging the attention of the Privy Council in London, as the final Court of Appeal. It is said on authority that \$200,000 has already been spent on the dispute, which will occupy the Privy Council for weeks. The hearing is taking place in an unpretentious room in Downing Street; but despite the modest surroundings it is the most august tribunal in the world in respect of its status and jurisdiction. It hears appeals in the last resort from all parts of the Empire, and has to decide cases not only in English, Roman, Dutch and French-Canadian law, but in the customary systems of innumerable native races throughout the British realm.

It requires only a little imagination to see in the trial now proceeding the golden threads of romance. Sir John Simon is appearing at the head of an array of counsel for Newfoundland, and in his opening speech there were allusions to the Hudson's Bay Company and the early history of Canada which made a tale of stirring adventure. Yet there were scarcely a dozen visitors in the Court at a time when London is particularly crowded with sojourners from all parts of the Empire.

This right of appeal to the Sovereign in Council is the most practical and organic expression of the unity of the Empire through a common Crown. To destroy it by setting up an Imperial Court of Appeal, as has been proposed on several occasions by Canada, would reduce that ultimate link now represented by the Privy Council to a vague and unsubstantial theory. Such a decision—making, as many think, a fatal step towards the disintegration of the Empire—is not likely to be taken for many years, if indeed it ever comes to pass.

Man's "Breach" Claim.

A breach of promise case usually makes good "copy" for the newspapers, chiefly of course because the public—or at least the feminine portion of it—like to read how Cupid's arrow went wide of the mark, or how indiscreet love letters can be, or how much money in the shape of damages a jury can be persuaded to award Beauty in Distress as a solatium for a shattered romance. But it is seldom indeed that one hears of a breach of promise action in which the mere man appears in the role of plaintiff. Few men—such is the shyness of the male sex—have the boldness to come into Court and publicly parade their grievances against a woman.

There was a case in the High Court this week, however, where the young man who alleged the breach had clear evidence of pecuniary loss if he could have proved that the lady had been faithless. His position was weakened by the fact that he only set up the breach as a counter-claim to an action, brought by the lady's father to which there was no possible defence. The father had deposited £200 in the bank in the name of his daughter and his prospective son-in-law, in consideration of their marriage. The marriage not taking place he wanted his money back, but the young man would not agree, and had to be sued. His reply was a counter-claim against the father for inducing his daughter to break off the engagement and a claim against the daughter for breach of promise. The jury decided that there had been a mutual release. But if the lady had broken off the engagement he would clearly have been entitled to some damages for the loss of the £200, or a share of it.

The Motor Show.

London has been full of visitors this week for the Motor Show at Olympia. It is easily accounted for by the increasing popularity of motoring; and moreover, the influence of women has a good deal to do with it. They were in the majority at the Show every day, far exceeding the men in numbers. Their interests in the models was real, and what is more they appeared to know a good deal regarding what is essential. It is said that a noticeable fact this year is the number of independent women who are proving good customers at the Show. They are buying small cars, but they are also choosing the very best. A dealer told me that the women seemed to have more money to spend than the men. He suggested that they had inherited money during the war, and perhaps he is right.

Friendly Critics.

The Dominion Premier, who are over here for the Imperial Conference, spent a morning at the Motor Show accompanied by Sir Philip Cunliffe-Lister, the President of the Board of Trade.

(Continued on next Column.)

ANTI-FOREIGNISM IN SZECHUAN.

MASSSES NOT UNFRIENDLY.

KUOMINTANG INFLUENCE BAD.

Reports continue to come into local mission offices regarding the anxiety felt in certain parts of Szechuan by mission workers in that province, says the N.C. Daily News. From these reports, however, it can be ascertained that only a few cities are the focal points for anti-foreign and anti-Christian feeling and that the great mass of people are not unfriendly except when under the influence of student, Kuomintang and labour union propaganda. Eastern Szechuan reports indicate quite clearly that mission workers in many towns are free to walk about unmolested in the streets and carry on their work without unpleasantness of any kind. When they appear in the streets they are referred to merely as "Gospel Hall folk" and beyond that no notice is taken of them.

Chengtu, however, is considered the sore spot in Szechuan as far as student and pro-Red disturbances are concerned. On October 25th the local Labour Union had a procession there and tried to rush the quarters of one of the missions. Fortunately for the inmates of the compound, the inside doors had been securely fastened at the time and the premises could not be entered. At another compound, in the same city one person at least fared less fortunately. This was the Chinese gate-keeper who was taken by the marauders, and emerged with his face painted bright red, his cap turned inside out, and his words of humiliation and round as a sign of humiliation on his words foreign slave "painted on his back. He was paraded through the streets and special attention called to his condition in front of the various mission quarters.

The Dauntless Ladies.

The same party of labour union men succeeded in getting inside the quarters of a mission school conducted by ladies. When they were confronted by the stern and reproving visages of several of the dauntless lady missionaries, however, they departed without doing any damage.

In illustration of the steady undercurrent of propaganda comes the report of recommendations from Kuomintang party agents in Paoing to the school board in Nanpu, in Eastern Szechuan, that open air meetings should be held for discussion of the Wahhsien affair. One big demonstration of this kind was planned for October 17th, and both government and Christian school teachers were invited. The Chinese teachers in the Christian schools were asked shortly before the end of the meeting to state what was being taught in their schools, whether students were forced to become Christians and a few other similar leading questions.

One of the teachers developed effective powers of oratory and declared that students in Christian schools were taught to be good citizens, to take an interest in what was good for the country and to appreciate discipline. The teachers in mission schools, he continued, worked hard for the good of the students. When his statements were corroborated by a teacher from a local government school, the Christian delegation was permitted to leave in peace with assurances that mission schools would not be harassed further.

Stormy Petrels.

Another evidence of the Bolshevik propaganda occurred towards the end of October in a small city near Chungking where a Kuomintang lecturer before a government school audience declared that there were 300 Kuomintang agents visiting all the cities around the province. Besides lecturing in schools and before public assemblies, these agents have daily private guests who are converted to the cause, and sent out to spread disturbances, it is stated.

Mr. Bruce, the Prime Minister of Australia, has drawn some attention to himself by the extreme frankness of his comments on the exhibits. There has probably never been a more critical official visitor at Olympia. He told one maker quite frankly that his car was altogether unsuitable for the rough work that would be required of it in Australia. The maker countered this criticism by stating that he had already sold large numbers of cars overseas. "Then," replied Mr. Bruce, "you would find it to your advantage if you took a trip to Australia and drove a car yourself over the rough tracks we have up country."

Mr. Bruce lays down a ground clearance of nine inches as a minimum for motor cars intended for the Dominion. The Australian Premier also thinks that the British makers ought to turn out still cheaper cars. But he was not above admitting that the makers are producing good material, which is a wonderful attraction for everybody who buys a car wants one that will prove its quality in actual use. Mr. Coates, the New Zealand Prime Minister, said the British manufacturer is giving close attention to points which are likely to make British cars more saleable overseas. This, I think, is of general interest and worthy of record.—H.B.

THE WEEK'S DIARY.

To-day.

Sale of Work, Wesleyan Soldiers' and Sailors' Home, 3.30 p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hockey: Club 1st XI v. Royal Navy, U.S.R.C. ground, 4.45 p.m.
Xmas parcel mail for U.S.A. and Canada closes, 5 p.m.
General Bramwell Booth at City Hall, 5.30 p.m.
H.M.S. Carlisle dance at R.E. Theatre, Wellington Barracks.

H.K. Male Voice Choir Concert at Wesleyan Sailors' and Soldiers' Home, 9 p.m.
Queen's Theatre: "The Merry Widow."
World Theatre: "Don't Doubt Your Husband."

Star Theatre: "Changing Husbands."
Principal Mails:—Outward: Manila, Australia and New Zealand (Muhima Maru), 9.30 a.m., Canada, U.S.A., Europe via Victoria B.C. and via Siberia (President Madison), 3.30 p.m.

Thursday.

Xmas letter mail for U.S.A. and Canada closes, 10.30 a.m.
H.K. Hotel tea dance, 4.30 p.m.

Hockey: Y.M.C.A. (Kowloon) v. Club "A," King's Park, 4.45 p.m.
Farewell dinner to Rear-Admiral A. J. B. Stirling, C.B., R.N., at Royal Hong Kong Yacht Club, 8 p.m.

Opening Debate of Literary and Debating Society, European Y.M.C.A., Kowloon, 9 p.m.

Queen's Theatre: "The Sea Beast."
World Theatre: "Don't Doubt Your Husband."

Star Theatre: "The Song of Love."
Principal Mails:—Inward: U.S.A. etc. (President Taff), Outward: Canada, U.S.A. and Europe via Victoria B.C. (Protenlaus), 10.30 a.m.

Friday.

H.K. Hotel tea dance, 4.30 p.m.
China Squadron Aquatic Sports at V.R.C.
Practice dance for St. Andrew's Ball, City Hall, 5.7 p.m.

St. Andrew's Young Men's Club second social of the season, at St. Andrew's Church Hall, 8.30 p.m. (Farewell presentation to departing President, Rev. G. E. Arrowsmith).
"Watsonian" Dinner at H.K. Hotel in Honour of Dr. John Alison, late Headmaster of George Watson's College.

Queen's Theatre: "The Sea Beast."
World Theatre: "The Man Life Passed By."

Star Theatre: "The Song of Love."
Principal Mails:—Inward: Europe via Suez (Macedonia).

Saturday.

Sixth Extra Race Meeting, Happy Valley, 2.30 p.m.
Lawn Bowls: Final of singles and doubles Championship of Colony, at Kowloon Cricket Club.

Cricket and Football (details in Saturday's issue).
Yachting: 5th Championship Race.

European Y.M.C.A. Camera Club ramble.
H.K. Hotel tea dance, 4.30 p.m.

Queen's Theatre: "The Sea Beast."
World Theatre: "The Man Life Passed By."

Star Theatre: "The Song of Love."
Principal Mails:—Inward: U.S.A., Canada, etc. (President Jackson). Outward: Europe via Marseilles (Zarnala), 10.30 a.m.

Sunday.

Annual Church parade of Scottish Company, H.V.D.C. at Union Church, 11 a.m. Preacher: Rev. J. Kirk Macdonald.

Cricket: C.R.C. v. H.V.D.C., on C.R.C. ground, 11 a.m.
Golf: Jasper Clark Cup, and Qualifying Rounds for Championship.

Yachting: St. Andrew's v. St. George's Societies.
Queen's Theatre: "The Wall Flower."

Monday.

Yachting: Ladies' 3rd Championship Race.
Queen's Theatre: "The Wall Flower."

Principal Mails:—Outward: America, and Europe via America, and via Siberia (Siberia Maru), 10.30 a.m.

Tuesday.

St. Andrew's Ball, City Hall, 9.30 p.m.
Principal Mails:—Inward: Canada, U.S.A., etc. (Empress of Asia). Outward: Europe via Marseilles (Pyrrhus), 2.30 p.m.

To Secretaries.

[Secretaries of clubs and associations, etc., are kindly requested to forward any forthcoming events to the Daily Press for inclusion in the above column, which it is our endeavour to keep as correct and up-to-date as possible.]

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[A.S.] [194]

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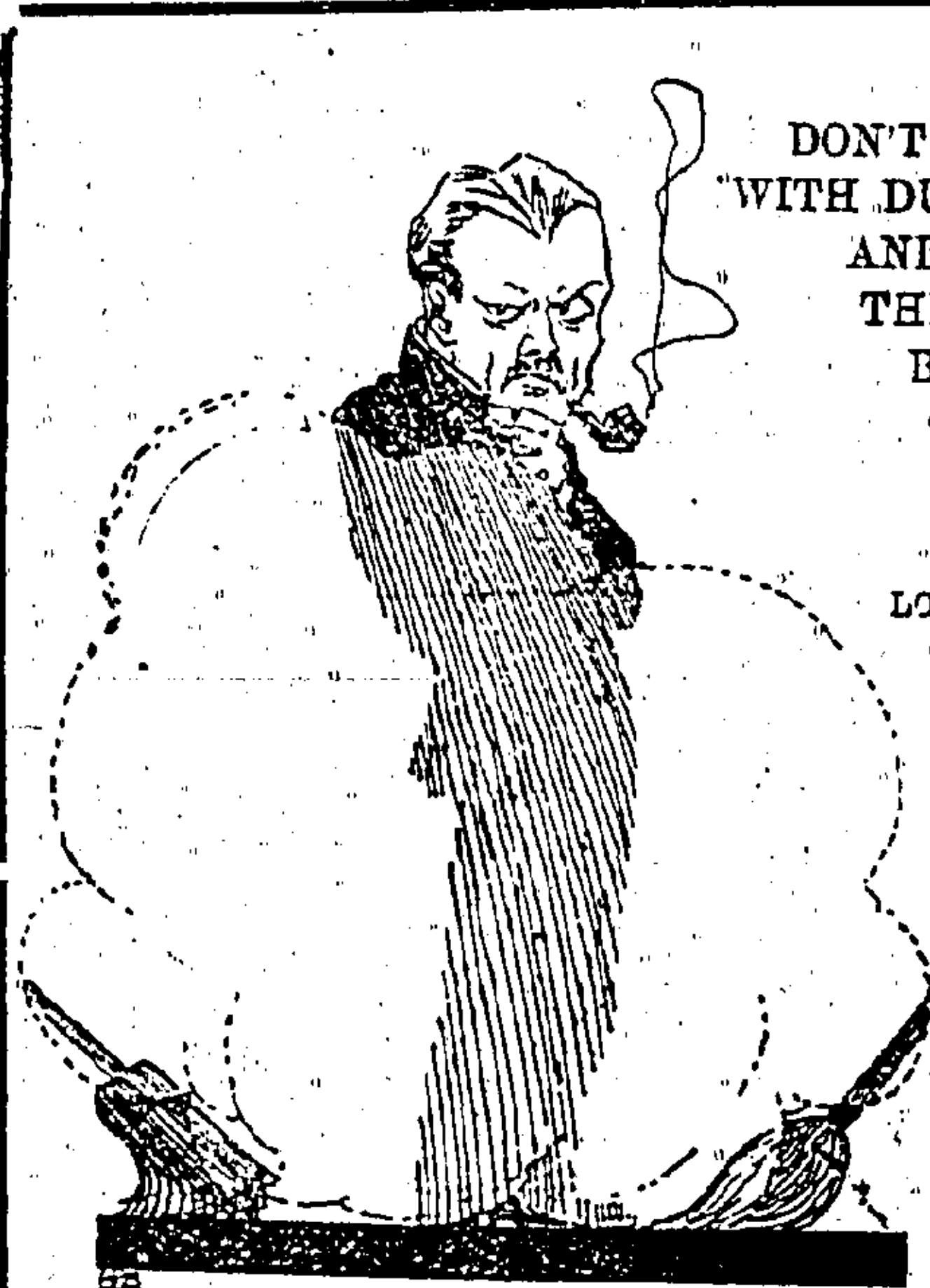


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A UNITED ECONOMIC EMPIRE.

SIR ALFRED MOND'S OUTLINE OF POLICY.

"NECESSARY IF THE EMPIRE IS TO SURVIVE."

In view of the Constitutional adjustments in the British Empire recommended at the Imperial Conference by the British and Dominions' Prime Ministers the following outline of the policy a united economic empire, from the pen of Sir Alfred Mond is of great importance.

Sir Alfred Mond who has recently returned from Canada and has been named as the chairman of the proposed great amalgamation of chemicals firms, has the reputation of being one of the ablest men in England both as a politician and a financier.

The article appeared in the *Spectator* of October 30th, and advance proofs, for reproduction in our columns, were courteously supplied to our London representative by the editor of the *Spectator*.

Sir Alfred Mond writes:—

The future of the British Empire is as large and difficult a subject and as vital a question as was ever presented at any time to any race; on its solution will depend the future of a great part of the English-speaking people, the orientation of a huge volume of the world's trade, the security and progress of millions of people of all races and all creeds and the progress of the great tracts of territory which fly the British flag.

Economics, Not Politics.

Those who have explored the subject have too often approached it from the constitutional political point of view. Many ingenious minds have endeavoured to construct merely constitutions. I have seen dozens of constitutions for the Empire framed in the studies of studious men who had no contact with the practical realities of life. Many have endeavoured to reconcile the natural independence of free communities within the Empire with some special organization to control them all, but no one has succeeded or is likely to succeed on these lines. Diversity of interests, difficulties of distance, the natural desire of the people to manage their own affairs in their own way and to look with suspicion on the surrendering of those liberties impede progress along such a path. But there is another line of attack to the problem which merits serious consideration.

Anyone who studies the economic trend of the world of the present day has borne in on him, both in private and public affairs, the obvious fact of continuously growing concentration of interests and of industry. Economic units become larger and larger. Industries become more and more operated as units. We see to-day the world shaping itself into certain definite economic communities. The enormous wealth, magnitude and resources of the United States make a great economic unit with an ever-increasing power, and since the War the great accretion of gold reserves at Washington has naturally hastened that position. In Europe, some of the best financial brains are now considering forming a counterpoise. There is evidence of this in combinations of the kind recently formed between the German Steel Trust and the Belgian and French Iron and Steel industry, negotiations of similar combinations between potash and chemical firms, and the recent Anglo-German business conference.

A European Economic Union?

There is no doubt that a large section of the business men on the Continent of Europe are considering whether some form of economic union, such as exists to-day in the United States of America, with Free Trade within the union and with Protection against those outside, will not become an absolute necessity for the economic continuance of European industries. The whole trend of European politics as instanced at Locarno and Geneva, under the new treaties and steps of the League of Nations, is to bring closer and closer together those whom the Great War seemed to divide, and to compel territories which were torn apart by peace treaties to become economically reunited. Economic facts are stubborn things, which must ultimately carry their day. The question then will arise, indeed has already arisen, for Great Britain (which, after all, in spite of its powerful industrial position, is only one State of 45,000,000 inhabitants), where does it stand between combinations such as those of the United States (as I may call them) the future United Economic States of Europe? We must ask ourselves: where are we coming in? To which group are we going to belong, if to any? This has become a vital question and a turning point in our history.

The Pivot of an Empire.

There is a tendency among many thinkers here to regard Britain as a European Power mainly interested in European commercial relations. It is a dangerous

tendency. I look on Great Britain as the pivot of an Empire which is in itself a greater economic force than either of the two other combinations.

I think our eyes ought to be turned seaward, towards our Dominions, rather than towards Europe. The oceans unite us: they do not divide. The British Empire contains within itself almost every known or required material, food, and every necessity for development that is required; it is richer in resources and contains a larger aggregate population than any other economic unit that could be created.

Vital Materials.

We command not only mineral resources but we control, almost exclusively, some of the most important and vital materials. I need only refer to the nickel fields of Canada, the rubber of the Malay Peninsula, the tin of the British Empire. We have potentialities to stagger humanity, to serve for generations, for centuries.

If it were only possible to handle this vast complex with different Dominions, Colonies, Protectorates, as one economic whole, and develop it to the best advantage, we should be in a position to obtain for all the members of the combination terms and conditions in the world's markets, modifications and amendments of tariff schedules and develop a prosperity far exceeding anything the world has ever seen. If we could only look at the Empire as a whole and not in sections, if we could visualize it as one economic unit with a policy whereby there could be free intercourse of the Empire's goods within its own territories, as America has from New York to San Francisco; as Canada has from Halifax to Vancouver, with the necessary Protection against those outside, we should form that third group which is obviously called for to counterbalance the two industrial alliances of America and Europe.

No one is more aware than I am of the difficulties of such a project, but I am deeply convinced that these difficulties will have to be solved if the Empire is to survive. Separate and different economic units mutually excluding each other, endeavouring to make their own arrangements separately with only that bargaining power that each one individually possesses, must obviously be much weaker than the whole conducting collective bargaining. Great Britain is only a small part of the Empire. Canada has only the population of Greater London; Australia less; India is a small part when compared with the Empire as a whole.

Unification.

Such unification will be a task of great difficulty. No one is more fully aware than I of the fact that you cannot suddenly dislocate existing manufactures. You cannot suddenly destroy an industry created under one fiscal system and replace it on the spur of the moment, but unless you have some idea of some definite economic policy within the Empire, it is going to disintegrate. And although the difficulties are great, they are not insurmountable. No one ever carries through a great purpose if he begins with difficulties and considers objections to a policy, before considering its principle. If we accept the ideal of a self-contained British Empire, with its constituent parts using their power in a concentrated instead of a sectional manner, I am certain the difficulties will be overcome step by step.

Our soldiers from all over the Empire fought shoulder to shoulder. In the beautiful cemeteries of France many are sleeping side by side. They fought not to divide but to unite. They fought to preserve and perpetuate the heritage that has been created throughout the centuries, the tragic centuries, the suffering centuries of endeavour; a heritage that was consummated with their blood, and which this generation should hand to future generations, more stable, stronger, firmer in its purpose as the greatest civilizing force the world has known.

SUZANNE LENGLEN'S PROFESSIONAL DEBUT.

BRILLIANT AFFAIR IN NEW YORK.

With Suzanne Lenglen as its chief star, professional lawn tennis recently (as cabled at the time by Reuters) made a brilliant start in New York.

The occasion resembled, in many respects, an opening night at the opera, for among the 12,000 spectators who assembled in New Madison Gardens were many hundreds of wealthy women and men, the former resplendent in diamonds and the latter in conventional dinner dress.

Bands played American and French patriotic airs and flashlights detonated at intervals in the matches while photographs were taken of the players, whose strokes and scores were described by radio to the outside world.

Mlle. Lenglen, who when she turned professional signed a contract under which she receives approximately £30,000 for the present tour, was the heroine of the evening. She made her appearance in an orange-coloured sweater over a white costume. A storm of cheering greeted her.

She gave in two sets of singles and one set of mixed doubles a superb exhibition of her skill.

Her opponent was Miss Mary K. Browne, the former American national champion, who turned professional to meet her and "for business reasons." She is known as one of the finest tacticians in the game, but she was at a hopeless disadvantage against the consummate strategy of the French girl.

Later, Mlle. Lenglen, with Vincent Richards as partner defeated Miss Browne with Howard Kinsey, of California, almost as easily in the mixed doubles.

Whether the tournaments will prove a permanent attraction without the thrill inspired by a struggle for a real championship is the subject of much doubt.

A pamphlet was sold containing an article bearing the signature of Mlle. Lenglen, eloquently explaining her reasons for turning professional. It recites a story of how, while spending her own money, she made fortunes for managers, how her father's means were depleted by the fall of the franc, and how she decided to earn her living in the only way open to her by devoting her skill to exhibiting the beauties of tennis.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

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GENERAL MANAGERS,
HONGKONG.



"They give me
Horlick's"

Children—from infancy—
thrive on Horlick's—they
like its pleasant flavour.
Horlick's contains
just those vital elements
that are necessary to the
growing child—wheat, milk
and malted barley in a
readily digested form.



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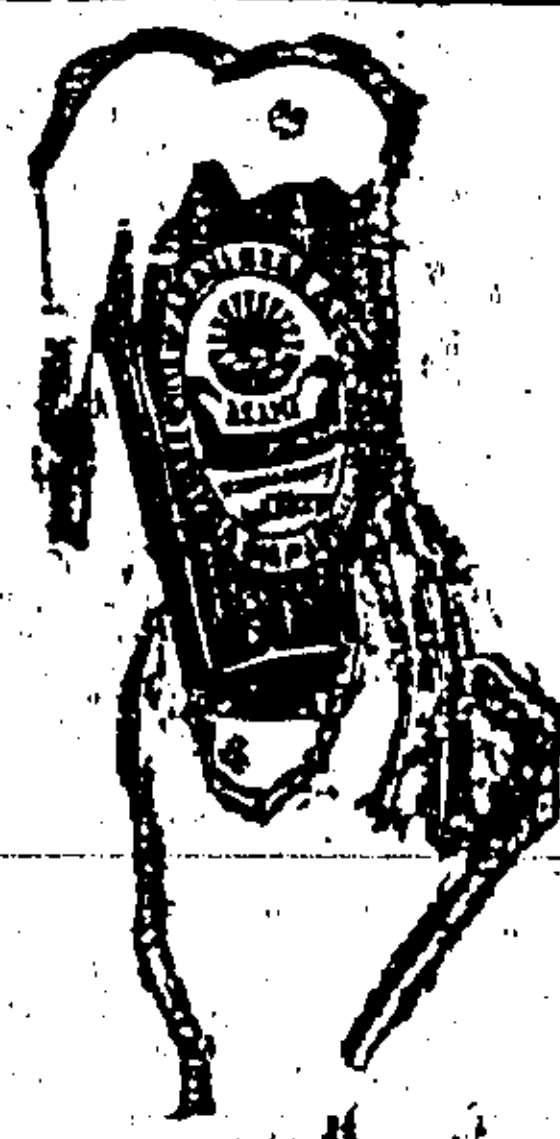
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TOKYO JAPAN

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MITSUI BUSSAN KAISHA LTD.

HONGKONG



BISHOP OF LONDON'S TOUR.

DEAN INGE A "TROUBLE-MAKER."

New York.

One thousand pilgrims in the United States extended a cordial welcome to the Bishop of London at a banquet in New York. Dr. Winnington Ingram has just completed a tour of Canada and the United States of America, and he had nothing but good words for the youth of that continent, to whom he had come to make a special appeal. He found only three trouble-makers between England and America, which he enumerated as the gloomy writings of Dean Inge, war debts, and the practice in American schools of teaching children to hate England.

Dr. Nicholas Murray Butler, who presided, praised Englishmen for their courage and strength, and remarked that, for a century and a half, it has been customary to predict disaster for England. He ventured to say, however, that the country that had conducted a colossal war and sustained such losses, and had then undertaken to pay the United States \$100,000 a day for sixty-three years, could not entirely have gone to the dogs.

Bishop Manning, of New York, asked the Bishop of London to take back to Britain a message that, whatever foolish things might be said or written on either side of the Atlantic, Americans were prouder than ever of the ties that bind them to old England, and honour beyond expression the magnificent spirit of the British people. He concluded with the verse:

Let propagandists rave and cry,
And gloomy deans exploit the pen,
No power on earth can break the tie
That binds all English-speaking men.

The Bishop of London was subsequently the guest at dinner of the English-Speaking Union.

The average level of retail prices in England according to the *Ministry of Labour Gazette*, is now approximately 74 per cent, above that of July, 1914, as compared with 72 per cent in September and 78 per cent a year ago.

Cleans and Disinfects in One Operation.

REMEMBER

NO SOAP, NO STRONG CAUSTICS,
NO DANGEROUS DISINFECTANTS
ARE WASTED WHERE "CARBOLACENE" IS
REGULARLY USED.



FRAGRANT
CLEANSER DISINFECTANT
An Active Disinfectant and Cleanser
for use in Hotels, Institutions and in
the Home.

Used by the British & Foreign Governments.

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Sole Agents—

ANDERSON & ASHE,
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[123]

THE NEW PNEUMONIC REMEDY
THERAPION No. 1
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THERAPION No. 3
No. 1 for Bronchitis, No. 2 for Asthma & Emphysema, No. 3 for Chronic Weakness, also for various other ailments. Price in packets, 1s. 6d., 2s. 6d., 5s. 6d., 10s. 6d., 20s. 6d., 40s. 6d., 80s. 6d., 160s. 6d., 320s. 6d., 640s. 6d., 1280s. 6d., 2560s. 6d., 5120s. 6d., 10240s. 6d., 20480s. 6d., 40960s. 6d., 81920s. 6d., 163840s. 6d., 327680s. 6d., 655360s. 6d., 1310720s. 6d., 2621440s. 6d., 5242880s. 6d., 10485760s. 6d., 20971520s. 6d., 41943040s. 6d., 83886080s. 6d., 167772160s. 6d., 335544320s. 6d., 671088640s. 6d., 1342177280s. 6d., 2684354560s. 6d., 5368709120s. 6d., 10737418240s. 6d., 21474836480s. 6d., 42949672960s. 6d., 85899345920s. 6d., 171798691840s. 6d., 343597383680s. 6d., 687194767360s. 6d., 1374389534720s. 6d., 2748779069440s. 6d., 5497558138880s. 6d., 10995116277760s. 6d., 21990232555520s. 6d., 43980465111040s. 6d., 87960930222080s. 6d., 175921860444160s. 6d., 351843720888320s. 6d., 703687441776640s. 6d., 1407374883553280s. 6d., 2814749767106560s. 6d., 5629499534213120s. 6d., 11258999068426240s. 6d., 22517998136852480s. 6d., 45035996273704960s. 6d., 90071992547409920s. 6d., 180143985094819840s. 6d., 360287970189639680s. 6d., 720575940379279360s. 6d., 1441151880758558720s. 6d., 2882303761517117440s. 6d., 5764607523034234880s. 6d., 11529215046068469760s. 6d., 23058430092136939520s. 6d., 46116860184273879040s. 6d., 92233720368547758080s. 6d., 184467440737095516160s. 6d., 368934881474191032320s. 6d., 737869762948382064640s. 6d., 1475739525896764129280s. 6d., 2951479051793528258560s. 6d., 5902958103587056517120s. 6d., 11805916207174113034240s. 6d., 23611832414348226068480s. 6d., 47223664828696452136960s. 6d., 94447329657392904273920s. 6d., 188894659314785808547840s. 6d., 377789318629571617095680s. 6d., 755578637259143234191360s. 6d., 1511157274518286468382720s. 6d., 3022314549036572936765440s. 6d., 6044629098073145873530880s. 6d., 12089258196146291747061760s. 6d., 24178516392292583494123520s. 6d., 48357032784585166988247040s. 6d., 96714065569170333976494080s. 6d., 193428131138340667952988160s. 6d., 386856262276681335905976320s. 6d., 773712524553362671811952640s. 6d., 1547425049106725343623905280s. 6d., 3094850098213450687247810560s. 6d., 6189700196426901374495621120s. 6d., 12379400392853802748991242240s. 6d., 24758800785707605497982484480s. 6d., 49517601571415210995964968960s. 6d., 99035203142830421991929937920s. 6d., 198070406285660843983859875840s. 6d., 396140812571321687967719751680s. 6d., 792281625142643375935439503360s. 6d., 1584563250285286751870879006720s. 6d., 3169126500570573503741758013440s. 6d., 6338253001141147007483516026880s. 6d., 12676506002282294014967032053760s. 6d., 25353012004564588029934064107520s. 6d., 50706024009129176059868128215040s. 6d., 101412048018258352119736256430080s. 6d., 202824096036516704239472512860160s. 6d., 405648192073033408478945025720320s. 6d., 811296384146066816957890051440640s. 6d., 1622592768292133633915780102881280s. 6d., 3245185536584267267831560205762560s. 6d., 6490371073168534535663120411525120s. 6d., 12980742146337069071326240823050240s. 6d., 25961484292674138142652481646100480s. 6d., 51922968585348276285304963292200960s. 6d., 103845937170696552570609926584401920s. 6d., 207691874341393105141219853168803840s. 6d., 415383748682786210282439706337607680s. 6d., 830767497365572420564879412675215360s. 6d., 1661534994731144841129758825350430720s. 6d., 3323069989462289682259517650700861440s. 6d., 6646139978924579364519035301401722880s. 6d., 13292279957849158729038070602803445760s. 6d., 26584559915698317458076141205606891520s. 6d., 53169119831396634916152282411213783040s. 6d., 106338239662793269832304564822427566080s. 6d., 212676479325586539664609129644855132160s. 6d., 425352958651173079329218259289710264320s. 6d., 850705917302346158658436518579420528640s. 6d., 1701411834604692317316873037158841057280s. 6d., 3402823669209384634633746074317682114560s. 6d., 6805647338418769269267492148635364229120s. 6d., 13611294676837538538534984297270728458240s. 6d., 27222589353675077077069968594541456916480s. 6d., 54445178707350154154139937189082913832960s. 6d., 108890357414700308308279874378165827665920s. 6d., 217780714829400616616559748756331655331840s. 6d., 435561429658801233233119497512663310663680s. 6d., 871122859317602466466238995025326621327360s. 6d., 1742245718635204932932477990050653242654720s. 6d., 3484491437270409865864955980101306485309440s. 6d., 6968982874540819731729911960202612970618880s. 6d., 13937965749081639463459823920405225941237760s. 6d., 27875931498163278926919647840810451882475520s. 6d., 55751862996326557853839295681620903764951040s. 6d., 111503725992653115707678591363241807529902080s. 6d., 223007451985306231415357182726483615059804160s. 6d., 446014903970612462830714365452967230119608320s. 6d., 892029807941224925661428730905934460239216640s. 6d., 1784059615882449851322857461811868920478433280s. 6d., 3568119231764899702645714923623737840956866560s. 6d., 7136238463529799405291429847247475681913733120s. 6d., 1427247

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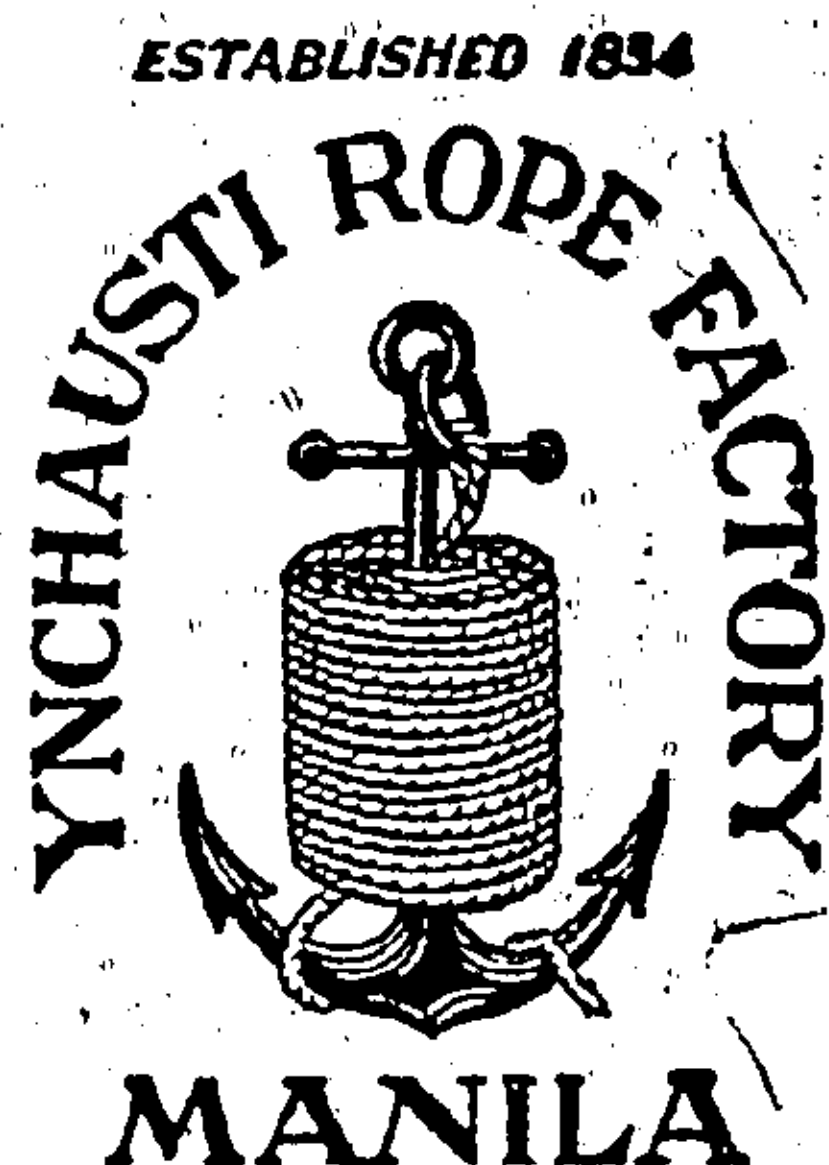
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PURE MANILA
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TELEPHONE CENTRAL 3165. A.P.B.

THE 43rd ANNUAL AL FRESCO FETE

OF THE
SOCIETY OF ST. VINCENT DE PAUL
WILL BE HELD
IN THE COMPOUND OF THE CATHOLIC CATHEDRAL

SUNDAY, 5th DECEMBER, 1926,
from 8.30 p.m. to 11.30 p.m.

UNDER THE DISTINGUISHED PATRONAGE OF
HIS EXCELLENCY THE GOVERNOR AND LADY CLEMENTI.
ADMISSION.—\$1.00 (each ticket entitled to a Souvenir)
50cts (without Souvenir)
Soldiers and Sailors in Uniform Admitted at Half Price.

In the afternoon from 2.30 to 6.30 p.m. several STALLS
will be open and amusements specially for children will
be provided. Tea may be obtained at 50 cents per head.
ADMISSION FREE.

The grounds will be brilliantly illuminated in the evening,
and there will be music both in the Afternoon and in
the Evening.

SOME FEATURES OF THE FETE.

TOY BAZAAR, XMAS TREE STALL, PICTURE GALLERY, TEN GENT
STALL, GUESSING COMPETITION FOR A SUCKING PIG, LUCKY
WHEEL, CANDY STALL, DOLL HOUSE, SURPRISE PACKETS,
FISHING POND, CHINESE STALL, FRENCH STALL, AMERICAN
STALL, ETC., ETC.

FARM YARD

Come and win your Turkeys and Geese for CHRISTMAS.

SEVERAL RAFFLES WITH VALUABLE PRIZES.

Including A NEW FIAT 509, A FOUR SEATER
TORPEDO DE LUXE CAR with all the latest equipment.

No Work of Charity is Foreign to the Society.

COME & HELP HONG KONG'S POOR.

THE NAVY'S CHOICE



PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

VETERAN SHIPOWNER'S VIEWS

CAPTAIN ROBERT DOLLAR FINDS
WORLD TRADE IMPROVING.

TOO MUCH SHIPPING TONNAGE.

Captain Robert Dollar, the veteran shipowner, and "Grand Old Man" of the American shipping fraternity, returned to New York on October 14th, from another trip around the world. "Throughout the whole world, with the single exception of Great Britain, which is under an unfortunate industrial cloud," said Captain Dollar at a special interview with *The Nautical Gazette*, (New York) "there is increasing prosperity—not anything very great, but noticeable just the same. The high price of rubber and tin has brought wealth to the Malay States and the Far East and the increasing production has had its effect on shipping as there are more cargoes offering.

More Tonnage Than Cargoes.

"It cannot be denied that there is more tonnage available than cargoes to take it up, when we consider the whole world's shipping, not America's only, because American shipping is only one unit. Considering the heavy coal shipments from Hampton Roads which have absorbed ships that otherwise would be deflected to the Montreal grain trade, one would not quite suppose there was a surplus tonnage. The coal shipments, however, are not a normal occurrence, but due to the accident of the industrial disturbance in Britain. While ship operators can get decent rates for coal they will naturally not accept the low prices ruling for grain.

Speaking of the U.S. Merchant Marine Act, Captain Dollar condemned the whole structure. As he had already lodged tabulated objections at Washington and had grown tired of representing the facts to the fact that the law required his ships to carry water tenders. "Outside America nobody knows what a water tender is," he exclaimed, "I'll tell you what a water tender is. He is a man who sits on a box and opens and shuts little doors when he is told to. He draws his pay and does nothing for it."

Sea Offers Fine Career.

As a career for American boys, the veteran shipowner considers the sea as good as ever it was. "It is a difficult problem," he said, "to raise the right kind of officer personnel under the present conditions which enable a boy to quit whenever he feels like. On Canadian ships and English ships the boys are bound as cadets to serve three to four years; the training they get makes real men of them; the men are a credit to the owners and to themselves and are respected by the crew. We encourage the right type of boy to remain with us and after three years we take him on as a boatswain or as a fifth officer, and give him every chance. I do not know if there is any law against it, but if the boys would sign on for three years, we could make something of them and build up a fine officer personnel. There are any amount of young college men who are keen to get a free trip round the world but do not want to follow the sea as a profession. If we took on all who applied we should have no room for passengers at all.

"As regards the government's idle tonnage, I think the best thing to do would be to sink it; unless it can be sold, in which case it should be sold to whoever would buy, regardless of nationality."

Foreign Shipping Improvements.

Turning next to foreign shipping, Captain Dollar expressed the opinion that if the Germans had postponed the war for two years they would have led the world's shipping. The increase in Italian shipping did not surprise him in the least. "No one can leave Italy without a permit," he said, "and you can get this aside an hour if you are going to travel on an Italian ship, but if you intend sailing by the Dollar Line or any other non-Italian line it will take anything up to six months."

Not Buying More Ships.

Finally Captain Dollar said that he had no present intention of buying any more Shipping Board vessels, as he thought he had enough and enough was good as a last. He sympathized with the Shipping Board in the difficulties they were facing, with people ready to pound them all the time, but did not see how they were going to sell their ships unless there was someone to buy. It seemed to be the sentiment of the country that the American Merchant Marine ought to be in private hands, so that unless the Board could sell their ships the best thing to do was to scrap them. Some people had said that the Shipping Board were selling their ships at an under-price, but that could hardly be correct when all the circumstances are considered.

ANITA LOOS' PLAY BANNED.

A play, "The Fall of Eve," by Miss Anita Loos and her husband, Mr. John Emerson, authors of that amusing play at the Strand Theatre, Aldwych, W.C., "The Whole Town's Talking," and of "Gentlemen Prefer Blondes," has been banned by the Lord Chamberlain. It was to have been produced at a West End theatre and is a light farce, and plot hinging on the conduct of a young wife who, under the influence of drink, mistakes a friend for her husband.

NORWICH CATHEDRAL PRAYER BOOK.

CHARLES II. AND QUEEN
CATHERINE.

A charming reference to the ancient traditions of Norwich was made by Mr. Justice Macdonald when opening the Autumn assizes. He said he would be a person of sluggish imagination who, in playing a part in the ceremonies of the opening of the assizes for an ancient city like that, was not stirred in his imagination. "When just now," his Lordship added, "I was attending service in your beautiful cathedral, I found myself provided with what was obviously a very ancient prayer book. In order to find its date—the title page being missing—I turned to the prayer for the King and the Royal Family, and I found printed there the name of his late Majesty King Charles II., his Queen Catherine, and James, Duke of York. It is equally all a part of the antiquity of this beautiful city that I find myself first addressing the grand jury of the city, and then I shall have before me the grand jury of the county of Norfolk. Some of the greater more youthful communities, like Liverpool and Manchester, do not enjoy the privileges of ancient cities like yours and York, Exeter, and Bristol, where there are two assize courts and two grand juries. Let us should be overproud I would add that this privilege is also shared by Haverford West and Carmarthen."

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 22ND, 1926.	
Banking Bank	\$1,170 buy.
Do. London	\$218 nom.
Chartered Bank	\$21 buy.
Mercantile Bank, A. & B.	\$257 nom.
Do.	\$218 buy.
P. & O. Bank	\$84 nom.
East Asia Bank	\$84 buy.
Overland Assurance	\$630 buy.
China Underwriters	\$145 sel.
North China Insurance	\$145 nom.
Union Insurance	\$397 sel. & sa.
Yongtze Insurance	\$397 sel. & sa.
China Fire Insurance	\$200 buy.
Hongkong Fire Insurance	\$617 buy.
Donghai	\$40 sel.
H.K. & C. M. Steamships	\$478 nom.
Hongkong Stevedores	\$18 sel.
Indo-China (Fret)	\$18 buy.
Do. (Def.)	\$42 buy.
Shell Transport	\$90 nom.
Star Line	\$61 buy, 63 sel.
Waterboats	\$15 buy.
China Sugars	\$27 nom.
Malayan Sugars	\$36 nom.
Benguet	\$14 nom.
Kailan Mining Ad.	\$7 nom.
Langkai (combined)	\$14 nom.
Do. (single)	\$14 nom.
Shanghai Explorations	\$14 nom.
Shanghai Loans	\$14 nom.
Do.	\$14 nom.
Star Mines	\$88 buy.
Ural Caspian	\$8 nom.
H.K. & K. Wharves	\$123 sel.
H.K. & W. Docks	\$59 sel.
Hongkong	\$14.75 nom.
New Engineering	\$14.75 nom.
Shanghai Dock	\$14.75 nom.
H.K. & S. Hotels	\$14.75 buy.
Hongkong Lands	\$14.75 buy.
Hongkong Realty	\$14.75 buy.
H.K. Territorials	\$14.75 sel.
Humphreys Estates	\$14.75 sel.
Prince's Buildings	\$14.75 sel.
Rural Lands	\$14.75 sel.
Kwo Cottons	\$14.75 sel.
Oriental	\$14.75 sel.
Shanghai Cottons (old)	\$14.75 buy.
Do. (new)	\$14.75 buy.
China Buses	\$14.75 buy.
Hongkong Tramways	\$24.15 buy, 24.30 sel.
Peak Tram (old)	\$151 nom.
Do. (new)	\$151 nom.
Singapore Tramways	\$151 nom.
Taxi	\$151 sel.
Amusements	\$151 buy.
Canton Loan	\$111 nom.
Cement (combined)	\$111 nom.
Do. (old)	\$111 nom.
Do. (new)	\$111 nom.
China Lights (combined)	\$111 nom.
Do. (old)	\$111 nom.
Do. (new)	\$111 nom.
China Providents	\$111 buy.
Constructions	\$111 buy.
Dairy Farms	\$111 nom.
Der A. Wings	\$111 buy.
Hongkong Electric	\$111 buy.
H.K. Buses (combined)	\$111 sel.
Do. (old)	\$111 sel.
Do. (new)	\$111 sel.
Lane Crawford	\$111 nom.
Mackintosh	\$111 nom.
Sinacore	\$111 sel.
United Asbestos	\$111 sel.
Waters (old)	\$111 sel.
Wm. Foralls	\$111 sel.
Telephone	\$111 sel.
buy—buyers; sel—sellers; sa—sale nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

RUSSY, November 22nd.	
Paris	127 1/2
Brussels	34.57 1/2
Amsterdam	12.12
Berlin	20.43
Copenhagen	18.20 1/2
Vienna	34.42 1/2
Helsingfors	192 1/2
Lisbon	27 1/2
Buenos Aires	2 1/2
Shanghai	9/11 1/2
Yokohama	4.84 59/64
New York	25.14 1/2
Geneva	117 1/2
Milan	18.17 1/2
Stockholm	18.17 1/2
Oslo	18.17 1/2
Prague	163.11/16
Madrid	31.015
Rio	5.57/64
Bombay	1/5.57/32
Hong Kong	1/11 1/2
Silver (spot)	25 1/2
Silver (forward)	25.3/16

QUEEN'S

TO-DAY at 2.30, 5.10,
7.15 and 9.20.

THE MERRY WIDOW

The Picture and the Music.

ABSOLUTELY FINAL SHOWING.

WORLD

TO-DAY and TO-MORROW.

VI LA DANA

IN

A PEACH OF A COMEDY

DON'T DOUBT
YOUR HUSBAND

SPECIAL SHOWS TO-DAY

at 2.30 and 4.45

in aid of the Chinese

MISSION TO LEPERS.

"One Crowded Hour of Glorious Life
Is Worth an Age without a Name."

BEBE DANIELS

IN

"ONE CROWDED HOUR"

Word of Mouth advertising is the best—

Ask a friend who has seen it!

STAR

ALSATIAN WOLF-DOGS.

TWO WOMEN TREACHEROUSLY
ATTACKED.

In recent years Alsatian wolf-dogs have, so to speak, swept all before them in the dog world. Fashionable women, in particular, have abandoned "toy" dogs for these large, handsome and intelligent creatures. Unfortunately, despite the efforts of breeders, the wolf strain has not been wholly eliminated and many of these dogs are not altogether safe. An attack by an Alsatian wolf-dog on a Mrs. Warnock at Thornton, near Blackpool, was described at Fleetwood in a recent number of the *Daily Mail*, when Mrs. Lilian Fish was ordered to keep the Alsatian and another dog under proper control. Police Superintendent Crapper said the Alsatian rushed at Mrs. Warnock, who had her three-year-old daughter with her, jumped on her back, knocked her down, and bit her on the neck. Mrs. Warnock devoted herself to protecting her child, and a bulldog also bit her. The dogs were beaten off by Mr. Warnock and another man with spades. Mrs. Fish said the Alsatian played with her seven children and she had never had cause to complain of its temper.

Alsations Race a Train.

Two young Alsatian wolf-hounds, leashed together, broke away from Miss Gladys Corbett, of St. Leonard's-road, Bedford, when she attempted to lead them into a train at Warren-street Underground Station, Hampstead line, during the "rush" hour some time ago. They dashed down the platform, scattering people right and left. Just after the train departed they leaped down on to the track, and, after racing madly up and down, entered the tunnel leading to Goodge-street, the next station on the journey to town. At the moment they entered the tunnel another up-train came in. Miss Corbett jumped into the train with other passengers. When this train arrived at Goodge-street the two young wolf-hounds were waiting on the platform for their mistress looking very puffed and blown after their race through the tunnel. The distance between Warren-street and Goodge-street Stations is about a third of a mile. As the service of trains during the "rush" hour is incessant, one train following immediately on another, the dogs must have travelled fast and furiously to beat Miss Corbett's train.

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[C1]

CLERGYMAN ON HOUSING AND
DRINK.

WISHES TO RUN A MODEL "PUB."

Speaking at a meeting of the National Council of Women at Church House, Westminster, when the housing problem was discussed, the Rev. J. B. L. Jellison spoke of the appalling conditions in certain areas of Somers Town, and of what was being done to improve them. The slum problem, he said, was pre-eminently a tremendous call to the Christian Church. The housing question was not by any means a poverty question. There were many people who were able to pay the rent, if only they could find decent houses. "The whole question of the public-house is intimately connected with housing," he added. "I am longing for the time when I can have a public-house myself. I do not mean a temperance public-house, but a real 'pub' where I and the people I gather round me can learn together how to treat God's beer."

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MARINE COURT.

EUROPEAN MASTER FINED.

PASSENGERS IN EXCESS OF
NUMBER.

Captain R. M. de Sala, master of the Chinese vessel *Wong Shek Kung*, appeared before Lieut. Comdr. G. F. Hole, R.N., at the Marine Court yesterday morning in answer to charges of carrying 6 passengers in excess of the number allowed, and also with making a false declaration to the Harbour Master.

Mr. D. L. Strellett appearing for the defence said that his client pleaded guilty to the first charge and not guilty on the second count.

A Chinese clerk in the Clearance Office said that defendant went there to clear his papers on October 30th, and witness asked him if he had a passengers' certificate. He said no, but that he was entitled to carry 12 passengers. Witness further stated that he had warned him not to carry more than that number, and defendant was alleged to have replied "Oh, I know that very well."

Cross-examining the witness, Mr. Strellett asked if he had seen Capt. de Sala on any previous occasion.—Yes, I have.

Mr. Strellett:—Do you remember the number of passengers he used to clear?—Witness: Formerly he used to clear 10, but on this occasion he cleared 12.

Mr. Strellett:—Was this figure given you as the limit of passengers which he was entitled to carry, or did it represent the actual number of passengers he was going to carry?

Witness:—I asked him for his passengers' certificate and he said he was allowed to carry 12.

Mr. Strellett said that was no answer to his question and pointed out to his Worship some discrepancies in witness's statement. His Worship remarked that he was not satisfied with witness's evidence and that the second charge would be dismissed.

Admitting the first charge, Mr. Strellett asked the Court to take the defendant's position into consideration.

Although technically he was the master of the vessel, in reality he was only employed as a pilot. His duties were to pilot the ship from port to port, and to attend to the customary procedure at the Harbour Office. He had no control over the ship. Defendant, was quite aware that he was only allowed to carry 12 passengers, and to carry out this regulation, he had to trust to the honesty of the ship's comrade, who was really the responsible party. Mr. Strellett cited a case tried at the Marine Court here in 1919 by Mr. Basil Taylor, who, when dealing with a similar incident on the *Telemachus*, held that the Comprodeore was the responsible party.

His Worship said that he could not countenance a ship being run on such lines. A master of a ship was the master, and he should demand his rights as the law was always behind him. "I cannot admit any excuse that a master cannot have full control and is dictated to," said his Worship.

A fine of \$25 was imposed, or three weeks imprisonment in default.

OBITUARY.**MRS. ALEX SAMSON.****A WELL-KNOWN SHANGHAI LADY.**

The death has occurred of Mrs. Alex Samson, at the Country Hospital, Shanghai, from typhoid fever and attendant complications. It leaves a deep mark on the community in which she had been an active member for the past 35 years, says the *N.C. Daily News*. Mrs. Samson had been identified for many years with the work of the United Services Association and B.W.A. as well as with a host of charitable and philanthropic works here in Shanghai.

During the early part of the war she left Shanghai to offer her services as a V.A.D. and served in the Queen Mary's Hospital at Southampton and the Bishop of London's Hospital from 1916-1919. She was elected an associate member of her unit, London 154, in recognition of her services, and at the time of her death was on the reserve list in England for call in case of emergency.

In Shanghai she was Chairman of the Women's Branch of the United Services Association, on the general committee of which she had been serving. The arrangements for the sale of poppies organized for Armistice Day this year by the Association had been largely in her hands before she was taken to the hospital.

For the last three years, Mrs. Samson had been on the Executive Committee of the British Women's Association. She had served on the Entertainment Committee, the Social Service Board and was a member of the Gardening Section of B.W.A.

Among her other interests, must be counted her work with the Young Women's Christian Association, the Cathedral Guild of Work, the Ministering Children's League and the Shanghai Ladies' Auxiliary Association.

Mrs. Samson was the wife of Mr. Alex Samson of Geddes & Co., Ltd., and besides her husband she is survived by a daughter, Mrs. E. Hamilton Holmes, wife of the British Consul-General at Yokohama, and two sons, Messrs. W. H. and A. H. Leslie of Jardine, Matheson & Co., Ltd.

YESTERDAY'S ARRIVALS

MOVEMENTS OF OCEAN LINERS.

PASSENGERS ARRIVING AND
PASSING THROUGH.

There was again considerable activity in the harbour yesterday. There were six vessels lying alongside the Kowloon wharves, including the floating Varsity liner *Ryndam*, the Admiral Oriental liner *President Madison*, the Messageries Maritime *Chambord*, and others.

The harbour was also fairly full with vessels at buoys.

The *President Madison* arrived from Manila early yesterday morning with 39 cabin passengers, of whom 18 disembarked here. The liner brought 22 tons of leaf tobacco and general cargo, and mail for local discharge, and when she sails this afternoon at five o'clock she will carry 378 tons of hemp, cigars and general cargo from Manila for the North and Seattle.

The Messageries Maritimes *Chambord* arrived from the North with mail from Home—via—Siberia, and brought, in addition to general cargo, 133 passengers, of whom 46 were disembarking here. The *Chambord* sailed yesterday afternoon for Saigon, en route for Marseilles. Among the passengers for Hongkong, were Mr. and Mrs. Park, Mr. Quinson, and Mr. Richard Warbrick, all of whom embarked at Shanghai.

Royal Passengers.

Also among the passengers for Saigon were members of the Siamese Royal Family, the party including Prince Dhani, Princess Sib Fan, and Princess Dhani. They passed through the Colony some time ago in the course of their Oriental tour. Another passenger on this liner, for Saigon, was Sir Eardley Gibson Craig.

The *Mishima Maru*, arriving from Japan brought 2,500 tons of general cargo, and carried 271 passengers, 17 being for Hong Kong. The liner sails for Australia this morning at eleven o'clock.

The *a.s. Prussen* brought general cargo from Hamburg and Singapore, and among the passengers for Hong Kong were Dr. Nagel, Mr. F. Petzschke, Mr. R. Harrison and Mr. K. Ibsen.

The P. & O. *a.s. Devanha* also arrived yesterday morning from the North and sails to-morrow. She brought 3 tons of cargo for local discharge, 300 tons forward, and 23 passengers.

The *President Taft* is due to-morrow from the North with cargo, passengers and mail from U.S.A., Honolulu, Japan and Shanghai.

The outward Home mail this week-end will be carried by the P. & O. *a.s. Karnaala*, and the mail closes on Saturday at 10.30 a.m.

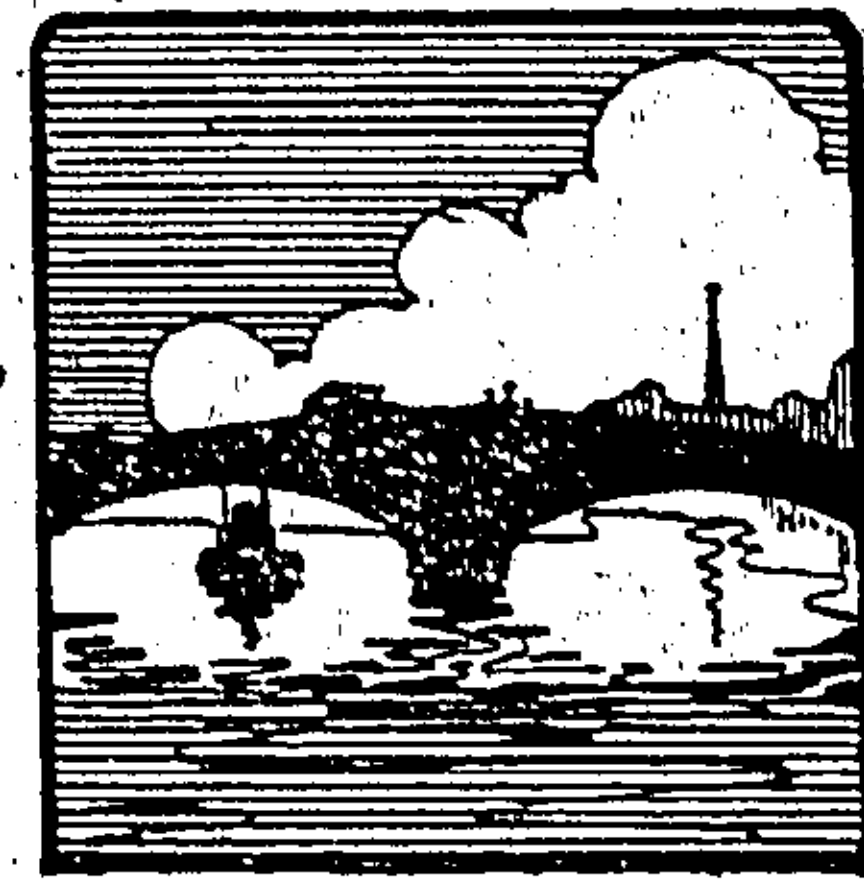
As mentioned yesterday the P. & O. *a.s. Alacelonia* follows up the *Empire*, being due here on Friday with the inward Home Mail. She has a full complement of passengers, and those for Hong Kong include the following:—Mr. C. Arnold, Mrs. G. F. Brouwer, Mr. A. H. Barlow, Mr. and Mrs. L. G. Bird, Miss Bird, Miss A. M. P. Byrne, Mr. and Mrs. Martin Blake, Mr. and Mrs. A. Brooksbard, Miss J. C. Bell, Mr. E. McDonald Bryden, Miss C. F. Clark, Mr. F. Cullen, Mrs. D. Cooke, Mr. A. B. S. Clarke, Mr. W. H. S. Dent, Mrs. W. A. Eustace, Mrs. G. M. Fitzmaurice, Miss V. Godson, Mrs. E. R. Hooper, Miss E. Hooper, Dr. and Mrs. G. M. Harston, Misses E. and B. Harston, Mrs. T. B. Hunter, Mr. N. A. Kinton, Mrs. J. H. MacLennan, Mr. G. MacLeod, Mrs. J. H. MacLeod, Master J. H. MacLeod, Master G. H. MacLeod, Mr. and Mrs. J. Massey, Mr. W. MacLeod, Mrs. M. C. Peterson, Mr. G. T. Pudgett, Rev. J. E. Rigg, Capt. A. J. Scott, Mrs. Smith, Mr. and Mrs. E. Thomson, Mrs. Turner, and Miss Turner.

**CHINESE GENERAL MURDERED
IN PEKING.****FIVE MEN ARRESTED.**

Particulars are to hand of the gruesome tragedy which occurred in the early morning of November 4th at the home of General Cheng Pu Chi in Morrison Street, Peking.

General Cheng and his wife were murdered by a band of men who entered the place while the household was asleep and first bound the servants hand and foot. Five arrests have been made and the chief instigator of the crime is now stated to be a man who was employed as a houseboy by General Cheng several years ago, but gave up his post on account, he says, of the ill-treatment he received at the hands of Mrs. Cheng.

According to accounts of the preliminary police investigation published by the Chinese papers and confirmed by the police themselves this man has confessed that he proposed to the other four accused that they should rob General Cheng's home. Meeting at an eating house outside Chien Men on the night of November 3rd, they proceeded to the house at about one o'clock in the morning and, after having stabbed General Cheng and his wife, stole \$200 in cash and a pistol. They stabbed and killed a man servant who was on the premises but contented themselves with wounding a maid servant in both legs since they did not wish to take her life.

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[65]

DAIRY FARM NEWS.**GAME.**

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Hen - - - - - \$1.10 "
Wild Duck - - - - - \$1.00 "
Pigeons - - - - - .40 "

EXCELLENT VALUE**THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.****DRAIN OF THE DOLE IN
ENGLAND.****DEBT OF £18,000,000.**

Employers and workpeople who are contributors to the Unemployment Insurance Fund in England will have cause to regret the coal strike for a generation to come, says the *Daily Mail*. So enormous are the demands made on the fund for dole payments to those who have been thrown out of work in other trades by the action of the miners that the weekly contributions are hopelessly insufficient to meet the expenses. According to official information money is being borrowed from the Treasury at the rate of £500,000 a week.

The fund now owes the Treasury £18,000,000. At the beginning of the coal strike its debt was £7,000,000, so that dole payments in the meantime have absorbed all the contributions of insured people and employers and another £11,000,000 as well.

Parliament has placed a limit of £20,000,000 on the borrowing capacity of the fund, so that unless the strike ends soon and there is a rapid return to work of people now drawing the dole, further borrowing powers must be granted by Parliament or the rates of contribution must be raised. Otherwise it will be impossible to pay benefits.

All the money borrowed has ultimately to be repaid out of the contributions of the employers and workers. When prosperity is restored and the number of unemployed falls, this repayment of at least £18,000,000 will take very many years to complete. Even if contributions are not actually increased for the purpose, it is certain that any hope of reduction in them, which would have been possible before, long but for the coal strike, has now been postponed indefinitely.

GOLF.**ROYAL HONG KONG GOLF CLUB.**

Twelve cards were taken out in the Bogey Pool competition played at Fanling on November 20th-22nd.

H. U. Ireland, 1 down, was the winner.

CRICKET.**VOLUNTEERS' CHINESE RECREATION CLUB.**

The Hong Kong Volunteer Defence Corps are playing the Chinese Recreation Club on the latter's ground in an all day match next Sunday, commencing at 11 a.m. sharp. Members of the team should be on the ground at 10.45 a.m. at the latest.

The following will play for the Volunteers:—E. J. R. Mitchell (captain), H. V. Parker, J. A. Summers, J. C. Lyl, H. E. Standage, E. F. Lawrence, H. C. Burgess, J. R. Hinton, S. Jex, E. G. Benton, and H. T. Buxton.

WEATHER REPORT.

Last night's weather report, forecast, and remarks, issued by the Royal Observatory, states:—

The anti-cyclone over East China has weakened slightly. Fresh monsoon may be expected along the S.E. Coast of China and over the N. China Sea.

Local forecast: N. winds, moderate, fine.

LIKIN CHARGES TO BE REDUCED.

BETTER PROSPECTS FOR CANTON INLAND TRADE.

RESPECT FOR MEMORY OF LATE DR. SUN YAT SEN.

SILK SHIPMENTS.

The *Lungshan* brought down over a hundred passengers from Canton yesterday and a large supply of vegetables. The *Tung On* had between 800 and 900 passengers and nearly 200 tons of general cargo. There is a fair amount of freight now offering in Canton and the Japanese and Norwegian steamers are bringing fair quantities. Within the past fortnight the *Tung On* has brought down 800 bales of silk for re-shipment abroad.

Our Chinese correspondent writes: There seems some chance now that the inland trade from Canton will revive, because it is understood there is to be a return to the former *likin* charges at any rate for the time being. Merchants and shippers have been protesting strongly against the exorbitant rates levied recently and freight junks have refused to carry taxable cargo. Finally, the Inland Shipping Guild took up the matter with the Kuomintang and intimated that all traffic would be suspended. Their argument was that the new rates, if insisted upon, would kill trade. Apparently they have won the day.

The Late Dr. Sun Yat Sen.

At every cinema the photograph of the late Dr. Sun Yat Sen is shown upon the screen at the beginning of each performance, and persons failing to stand as a mark of respect will henceforth be punished, according to an order of the Police issued at the instance of the local Kuomintang Executive Committee. It has been found that many persons, including members of the Kuomintang Party, have not been paying much attention to the daily ceremony and, according to complaints heard, the women have been principal offenders, some talking and continuing to bite water-melon seeds, when the late Dr. Sun's picture has been shown. To enforce the new order a policeman will be on duty before each performance and will stand before the screen facing the audience. At his word, everybody—“Red” or “anti-Red”—will have to rise.

General Li Lieh Chun, the former Tathu or Military Governor of Kiangsi, who recently returned to Canton at the invitation of the Kuomintang to assume the post of officer commanding the troops in Kiangsi, is still postponing his departure. When General Li was invited to Canton, it was understood that General Chiang Kai Shek was indisposed and the success of the Kuomintang in Kiangsi was regarded as doubtful. Now the situation is entirely in favour of the Kuomintang and as General Chiang is practically the dictator General Li has to wait further instructions. Before his return to Canton General Li was a member of the staff of the Christian General.

Following a protest by the workmen the Canton Municipal Commission has decided to postpone its investigation into the condition of the plant of the Canton Water Works. It is feared by the workmen that an investigation would provide excuses for the introduction of reforms, and new men into the service, thus compelling some of the present staff to resign. As the Municipal Commission is unable to face a strike on the part of the water works' labour union, the proposed reforms have to be delayed.

Rice Shipments.

The shipment of rice from Saigon and other ports to Canton, which was suspended for a time owing to difficulties with the Lightermen's Union in Canton is being resumed, as an understanding has been reached regarding wages and other conditions of service.

A GRAND OLD MAN.

GENERAL BRAMWELL BOOTH IN HONG KONG.

THE INFLUENCE OF THE SALVATION ARMY.

A TALK WITH PRESSMEN.

General W. Bramwell Booth, Commander-in-Chief of the International Salvation Army, who is making his second tour around the world arrived in Hong Kong yesterday by the *s.s. Devanah*. He was accompanied by his eldest son, Brigadier Bernard Booth, Commissioner John Cunningham, secretary for the East (acting on this occasion), Brigadier J. Evan Smith, private secretary, and Capt. A. J. Gilliard, who represents all Salvation Army periodicals throughout the world.

He was met by Mr. D. O. de Silva and escorted to the Hong Kong Hotel, where he is staying. Later, he was visited by Sir Henry Pollock, K.C., and in the afternoon went for a motor car ride around the island.

Fine Personality.

In the evening he gave an audience to a party of Pressmen, and spoke to them for about half-an-hour.

The first thing one notices in this “grand old man” is a warm and endearing personality. He is old, and his looks do not belie his age, which is seventy-one. His face is furrowed and pensive. But he is still vigorous, forceful in his speech, and full of spirit.

Japan and Korea.

He spoke of his visits to Japan and Korea, and said that he had found that the Salvation Army had there become really of the soil. He was amazed at the influence it had acquired, and he was certain that its permanence was established in those countries. The original sap of a thing was the same everywhere, he added, and it was possible to have it adapted in different places. Whether in Lapland or Uganda, in the East or in the big cities of Germany, the Salvation Army had been taken there and carried on with the same motive, with the same living, vital force, imposing itself in different ways, but with the same harmony of thought and feeling.

A World Movement.

The Salvation Army was giving evidence of being really a world movement, not only because it proclaimed as its chief purpose the World Saviour, but also because it was in touch with the deepest things in human life. Of course it was a new movement; 50 years was nothing in the life of such a movement. It was a new life born into the World, a new spirit of human experience. It was quite true that the Salvation Army was of Anglo-Saxon origin. He considered that the Anglo-Saxons had raised more leaders in the moral sphere than any other race for nearly 2,000 years. But it seemed to him that the Army went back further, and its original note was sounded by Christ himself.

“Not Respectable.”

“We do feel, and we do claim,” he continued, “that our movement is a manifestation of practical Christianity. Nobody can accuse Jesus Christ of being ‘respectable.’ He consorted with the most unhappy sections of life in which he moved. No-one will accuse Him of being merely intellectual. He was possessed of the emotional idea, and his teachings were saturated with the tenderest and most human emotionalism. Nobody will accuse Him of being a mere theoriser. Not only is His teaching very beautiful and full of wisdom and of the highest philosophy, but it was also practical.”

General Booth went on to illustrate, Christ's admonishments in regard to the needy. “It was on those lines that the Salvation Army was working.”

The Salvation Army was not accused of being respectable—at any rate, not very much. They certainly were neither intellectuals nor theorists. They strove as true disciples of Christ, and made it their boast that they had set themselves up by the test of their own sincerity by changing bad character into good.

To Visit the Lepers.

He was going, he said, from Hong Kong to Sumatra to look into the Salvation Army's Leper Colony there, with a view to its extension. He would find exactly the same spirit there, amidst that human anguish and desolation—and there was nothing, he added, with emotion, nothing more pathetic and hopeless than the life of a leper. He was going afterwards to Colombo, and he would find the same spirit there. They had taken care of all the beggars of Colombo—there were no more beggars there, and it was formerly a beggar infested city.

(Continued on next column.)

CHINESE MERCHANTS' APPRECIATION.

RECOGNITION OF “SUNNING” OFFICERS' GALLANTRY.

FUND OPENED.

SHANGHAI MERCHANTS TO BE ASKED TO CO-OPERATE.

At the meeting of the Chinese Chamber of Commerce yesterday afternoon it was unanimously decided to recognise in some tangible way the gallantry displayed by the officers of the *s.s. Sunning* during the recent attack upon the vessel by pirates.

It was suggested that a fund should be opened. This was immediately agreed to. All the Hong Kong Chinese merchants expressed their willingness to contribute materially and an invitation is also being extended to the Chinese Chamber of Commerce, as a corporate body, to co-operate.

The subject was introduced for discussion by a letter to the Chamber from Mr. Ho Lu. Mr. Ho eulogised the conduct of the *Sunning* officers and expressed the opinion that their gallantry should not be allowed to pass without some solid recognition. He thought the merchants at Shanghai, who had so much at stake, would wish to co-operate.

Mr. Ho held the view that the heroism of the *Sunning* officers, in fighting as they did against such overwhelming odds, had dealt a staggering blow to the activities of the pirates and he considered that the commercial community, who would ultimately reap the benefit, should mark their appreciation of the bravery shown. He thought that their gratitude was also due to the officers and men of the British gunboats for their ready assistance at all times in making the coast of China safe for shipping and thereby making trade possible.

The appeal was promptly seconded by Mr. Li Yau Tsun, Chairman of the Chamber, and the details, as given above, were quickly settled.

Work in Europe.

Continuing, General Booth said that he was then going to Europe to carry on the work begun in the big cities, where beggars had increased enormously since the War. Last year in Paris he opened a place to lodge about 1,000 men and from 500 to 600 women; in Berlin a place for over 400 men and over 600 women and also a similar institution in Rome. The same thing was being done in Copenhagen, Oslo, Stockholm and other places. Money was needed. In London, he had opened night homes, and got men under cover without pauperising them.

Referring again to his visit to Japan, he said he was amazed at the number of converts who had abandoned their old faiths.

Future of the Army.

General Booth was sanguine in regard to the future of the Salvation Army. Its greatest need was men, real leaders. That was why no work was being done in Hong Kong and Shanghai—they hadn't the men. About 2,000 men were trained annually. In fact they had 5,000 applicants last year, and it was certainly very hopeful for the future as there was such enthusiasm amongst their own people. Truly, an officer's life was a poor and melancholy affair, spending his life as he did amongst the miserable and broken. It was a gloomy business. But that enthusiasm was significant of a future of advance.

“I Am Poor.”

A promising factor was that the Salvation Army raised most of the money used in keeping up its vast organisation. Twelve years ago when his father died, they were spending about £50,000. This year they had spent £240,000.

“Eighty per cent. of our revenue,” he continued, “is raised by ourselves. The finding of the other 20 per cent. is a big problem. I am poor, very poor. I have no money which is not earmarked. I have been very cordially asked to come to Hong Kong. To ‘get going’ in Hong Kong would cost a lot of money, £1,000, perhaps £10,000. The first step in Hong Kong would be to get the money. But we want men, the spirit counts most.”

The “Common People.”

General Booth, continuing, spoke of the work of the Salvation Army for the common people. It was their principle that they wanted the common people to save the common people.

The Army only had some 24 or 25 officers who were doctors of divinity and only about 50 were graduates. However, it was drawing towards it more intellectual people, because they saw that its influence was great. If the movement ever lost its original impulse, then he hoped it would die and be buried.

“The Salvation Army,” General Booth concluded by saying that he also wanted journalists. “I have to find editors,” he said. “I have 104 papers. The pay is good, but a large portion of it is devoted to be paid by and by.”

He smiled, and so did the Pressmen. At the City Hall this evening, beginning at 8.30, General Booth will speak on “The Spirit and Purpose of the Salvation Army.”

A NOTORIOUS BURGLAR.

CHINESE DOCTOR COMMENDED.

SENTENCE OF NINE MONTHS.

The solicitors' table at Major C. Willson's Court, in the Central Magistracy yesterday, was covered with gold cigarette cases, bracelets, rings, earrings, and articles of clothing. In the dock was an unemployed Chinese, concerned in the theft of the exhibited property. Most of the articles were stolen in the recent burglaries on the Peak and the Mid-Levels.

Several ladies who claimed the property were present in Court. Prisoner admitted six of the nine charges, preferred against him. In regard to the other three charges he said he had only stolen a portion of the property stated to have been taken.

Sergeant Carey, replying to the Magistrate, said that practically all the stolen property had been recovered.

Early Morning Struggle.

Sergeant Carey said that early on the morning of November 13th Dr. Y. S. Wan, of St. Paul's Hostel, found accused on his premises and following a struggle overpowered him. When searched a quantity of jewellery belonging to Dr. Wan and Mrs. Beecher, the treasurer of St. Paul's Hostel, was found on his person.

Next day prisoner took witness to the Pumping Station, in Garden Road where he had been living for some time. Some jewellery, stolen from the residence of Mr. George Grimble was found concealed in a pair of white boots. Prisoner then took the Police to a small retaining wall in the garden and pulled out a brick behind which was found more property and ten pawn tickets.

Replying to the Magistrate, Sergeant Carey said that the question of defendant having lived in Government Quarters was being dealt with departmentally.

Nothing was known about the prisoner except that he was formerly employed at the Waterworks, but had been dismissed for riding a bicycle when he should have been on duty.

Prisoner was sentenced to nine months' hard labour.

The Magistrate commended Dr. Wan for his conduct. He also ordered that a watch which had been pawned should be returned to its owner.

CHINESE CHAMBER OF COMMERCE.

SEVERE CRITICISM OF CHINESE SEARCHERS.

At the monthly meeting of the Chinese General Chamber of Commerce held yesterday afternoon, outspoken complaint was made of the practice, declared to be prevalent, of extorting bribes from ships' passengers by Chinese searchers.

A letter from a member was read in which it was suggested that representation should be made to the Captain Superintendent of Police. The letter stated that in order to get some “tea money,” the searchers harass the passengers in a most systematic way. After searching the luggage of a passenger, they would allow him to embark, and when he is on the steamer, they would ask him to take part of his effects to the wharf again and there submit to another search. A passenger, it was stated, cannot attend to a portion of his belongings left behind on the steamer and also accompany the searchers to the wharf for the second search, and by this practice much property had been lost.

The letter suggested that the C.S.P. should be asked to formulate a new regulation that once luggage has been searched, a mark should be made, and then under no circumstances could the marked luggage be looked at again. It was also stated by another member that he had known cases where searchers went to hotels to collect bribes. Those who suffered most from this malpractice were said to be returned emigrants from Australia.

Mr. M. K. Lo, said that if such suggestions were to be made to the C.S.P., they would undoubtedly be rejected as they would amount to granting a licence for smuggling, for there would be nothing to prevent a man from slipping something into his luggage after it had been searched, and the wharf was only a few yards away from the road where another man could easily slip something to the one who had already been searched.

Mr. Lo said that the only practicable way to check this practice was by co-operation. If a searcher persecuted a passenger, the only proper course was to make a report to the Inspector. Victims must not be afraid to testify against the offender. Mr. Lo added that a few weeks ago, there was trouble of that sort on a certain steamer. Some passengers made a complaint to the agents of the vessel that they were being bullied by searchers. The agents at once got in touch with the police and a squad of detectives were sent down to the steamer, but on arrival no passenger was willing to say anything against the offender. The police, having no evidence, were unable to prosecute.

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ALDERSHOT SEARCHLIGHT TATTOO. Parts 3 and 4
Part 3.—Entry of Pipe Band: The Back of Bannachie March; Strathpey; Miss Drummond of Perth; Beel; Beel of Tulloch; March; Road to the Isles; Slow March; Highland Cradle Song.
Pipe Band of H.M. SCOTS GUARDS
Part 4.—Entry of Guards; The British Grenadiers March; Troop; The Colours; Evening Hymn; The Day Thou Gavest (Choir and Band)
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A SHANGHAI FOURSOME over the Relief Course will be played on TUESDAY, 7th DECEMBER. Players choose their own Partners and Opponents. Half Combined Handicap. Medal Play. Post Entries. Prizes presented by Mrs. PARKER. [4231]

CONCERT

AT THE
WESLEYAN SAILORS & SOLDIERS' HOME,
ARSENAL STREET.

HONG KONG MALE VOICE CHOIR
AND THE FOLLOWING LOCAL ARTISTS:
Mrs. GAY CUMING (Miss F. McGILL)
Rev. G. E. ARROWSMITH (Mr. T. BEAUGA)
WEDNESDAY, 24th NOVEMBER, 1926.
At 9 P.M.

Conductor..... Mr. FRANK WHITE
Accompanist..... Mrs. FRANK WHITE
[4232]

WANTED—A Photograph of Mr. C. S. SANGSTER, formerly Organist in St. John's Cathedral. Thirty Dollars are offered for a Copy in Good Condition, which can be Reproduced.—Apply Box No. 4233, c/o Hongkong Daily Press. [4233]

ST. STEPHEN'S COLLEGE.
PROSPECT PLACE, BONHAY ROAD.

THE NEW SCHOOL YEAR begins DECEMBER 13th. Entrance Examination for New Boys, SATURDAY, DECEMBER 11th at 9.30 A.M. For Prospectus, for Boarders and Day-boys, apply ST. STEPHEN'S COLLEGE, PROSPECT PLACE. [4192]

HONGKONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 27th NOVEMBER, 1926, at 2.30 P.M. The First Race will be Run at 3 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right to introduce 2 Non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. LINTWALD & DAVIS at \$5.00 each up to FRIDAY, 26th NOVEMBER, 1926. The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. [4215]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1558 for One Silver Share No. 1138 now converted into Five Gold Shares in this Society standing in the Name of CHAS. E. RICHARDSON of Hong Kong has been declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the Five Gold Shares will be issued in its stead by the Society.
PAUL LAUREN,
General Manager.
Hong Kong, 22nd November, 1926. [4213]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C., R.A.S.C., HEADQUARTERS OFFICES, Victoria Barracks, Hong Kong, until 12 O'CLOCK Noon on the Date stated, for the Undermentioned Services for a Period of Six Months from the 1st JANUARY, 1927:
FOUR, STAM AND SMITHS COAL—7th DECEMBER, 1926.
POTATOES AND ONIONS—7th DECEMBER, 1926.
Tender Forms and any necessary information may be obtained at the above Office between the Hours of 10 A.M. and 1 P.M. Daily, except Sundays. [4216]

LOST.

A Wire-haired FOX TERRIER PUPPY. White and Black Markings. Please return to A.D.O., GOVERNMENT HOUSE, Reward. [4197]

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INTIMATIONS.

THEATRE ROYAL
CITY HALL.

GENERAL BRAMWELL BOOTH
WILL GIVE
AN ADDRESS
ON
SALVATION ARMY WORK
ON
WEDNESDAY, 24th NOVEMBER,
AT 5.30 P.M.

The Public are cordially invited.

ADMISSION: FREE. [4209]

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TO LET.

NEAR MAY ROAD STATION, TWO FLATS in the New Building, with all modern conveniences. Apply A. V. APCAR & Co., Ltd., 1, DES VIGUE ROAD CENTRAL. [4172]

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St. George's Building.
[107]

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will bathe the drooping
spirit in delight.
Beyond the bliss of
dreams."

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DEATHS.

CLARKE.—On November 18th, at Shanghai, WILLIAM EDWARD CLARKE, of White Cottage, Taiipo, late director of the Hong Kong, Canton and Macao Steamboat Co., Ltd. [4220]

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONG KONG, NOVEMBER 24TH, 1926.

A FLOATING UNIVERSITY.

One of the problems that must confront the promoters of such an undertaking as that which we have just had the pleasure of greeting is the question of discipline, and of imposing a unity on the diverse elements of which this Floating University is composed.

It may seem to the uninitiated a perfect simple thing to bring together five or six hundred students from various places and at various stages of learning, provide a competent staff and equipment, and then suitable quarters and so label the whole a college or a university. This, however, is not and cannot be the case. An institution is neither a college nor a school until it has acquired a definite tone or personality, which is not a matter of a week or two, but of many years. It is the acquisition of this character which marks off the group as distinctive, and separate from the elements of which it is composed. The students and staff help to form this; they each contribute something to it, and are themselves largely influenced by it. It is something of the nature of the good-will in business; it is not there at the beginning; it emerges gradually in the process of development and acquires in some cases greater value than the

material of which the business is composed. Or again it is like the quality which adheres to the simultaneous striking of four notes of a piano. If they are the right notes we get a pleasing sound called a chord, but if they are the wrong notes then a discord emerges. But whatever the sound emitted, it is something very different from that continued in the constituent parts taken separately.

In such a group of students and lecturers, therefore, there is a gradual process of adjustment taking place, until there is established an equilibrium and a character, which marks off the institution from everything else. It may become an Oxford or a Cambridge containing especially within itself the spirits of those dominant personalities who have by their devoted services built themselves into the fabric of the new organism, but obviously such a result can only be attained after many, many generations of keen and steady work.

From this point of view then the Ryndam is hardly justified in claiming the title of University, for it does not intend, nor can it hope, to produce in so short a time such an atmosphere as will exercise a beneficent influence on those who share it. Where it has an advantage lies in the fact that the students are proceeding on the grand tour at a time when they will benefit by the actual contact with the places they are visiting. Impressions at first hand are intensely vivid, for the faculties are extremely alert to grasp the novelties that are presented at the various ports of call. One may forget the description of a place or custom, read about with the eyes, or heard by the ear. One may see a picture and retain no memory trace of what it was about. But when the young man or young woman has seen, heard, smelt, and touched a city all at once, and has brought to bear on these places a trained intelligence, the perception so gained is a rich one indeed. Literature, history, economics and such things then have for the student a background against which he can always place whatever further knowledge he acquires in later life.

After all, however, from this point of view, there is nothing new in this idea of a grand tour for the purpose of enlarging one's mental horizon. Montaigne advocated it centuries ago, families in Europe which could afford the expense sent their sons and daughters to the various capitals of Europe to complete their education in Victorian days.

It is the extent of the journey, and the numbers partaking in the enterprise, which captivate the imagination on the present occasion, and not the unique nature of the journey.

The Portuguese gunboat *Patria* arrived in port yesterday afternoon. On her arrival the usual salutes were exchanged replies being made by the U.S.S. *Huron* and H.M.S. *Vindictive*.

At the Central Magistracy yesterday, a Chinese was sentenced to three weeks' hard labour for stealing nine spoons and ten bowls from a hawkers' stall.

At the Central Magistracy yesterday, a Chinese was fined \$25 for using a car with inefficient brakes. In another case a fine of \$15 was imposed on a Chinese for driving without a licence.

A Chinese workman, employed at the Kowloon Docks, pleaded guilty at the Kowloon Magistracy yesterday to a charge of being in unlawful possession of a dagger, and was sentenced to four months' hard labour.

In connection with the enquiry into the death of an amah in the employ of Mrs. Wm. Shaw of the Government Quarters, 15, The Peak, a verdict of death by misadventure was returned. The jury added that no blame was attached to anyone.

Describing themselves as limewashers five men gained admittance to the residence of a Chinese at No. 235, Nathan Road, with intent to rob. One of them was later arrested and a dagger was found in his possession. Charged at the Kowloon Magistracy yesterday, accused was remanded for 48 hours.

The 3rd officer of the s.s. *Hang Sang*, now lying at the Kowloon Wharves, has reported to the Water Police that a watch and money of a total value of \$80 were stolen from his cabin on Monday.

The funeral of General Hsia Hung Hsien, who was severely wounded in the legs during the fighting in Kiangsi a few weeks ago, and subsequently died of his injuries in Shanghai, will take place to-morrow afternoon with military honours.

A Dodge motor car, went over the sea wall at the foot of Rumsey Street on Monday. Fortunately there were no passengers in it at the time. It is understood the car was started by some children. It was recovered at 10 o'clock the same night, with the aid of a junk.

Yesterday was the anniversary of the accession to the throne of the Netherlands of Queen Wilhelmina, in the year 1890. Her Majesty was born in 1880 and her mother acted as Queen Regent until she assumed full sovereignty in 1898. In 1901 she married Duke Henry of Mecklenburg-Schwerin.

Judge M. D. Parry, at the U.S. Court, Shanghai, granted a divorce interlocutory to Mary F. Madden against her husband, J. F. Madden, and allowed \$8100 per month alimony. Petitioner said that they were married in California in 1921 and that her husband left her more than two years ago.

During the 24 hours ending November 22nd one case (Chinese) of enteric fever was reported. During the week ended November 20th there were two cases of diphtheria (1 British, 1 Chinese) and seven cases of enteric fever. These comprised:—1 British, 1 Indian, 5 Chinese (2 imported). Four of the enteric cases proved fatal.

Bearding the lion in his den seems to be the favourite sport of a local Chinese thief. This worthy, in the early hours broke into the house of Supt. Vaughan of the Shanghai Municipal Police, and stole a few comparatively valueless knick-knacks. Possibly as a souvenir of the occasion, he also stole one of the superintendent's best uniforms.

Before leaving Shanghai, the Crown Prince and Princess of Sweden presented Mr. Peter J. Bahr with a gold box inscribed with the Royal Crest, and containing personal photographs of their Highnesses, autographed. The gift was made to Mr. Bahr (who is a well-known collector) as a mark of gratitude for his assistance in choosing Chinese art curios during their stay in Shanghai.

The annual St. Andrew's Ball will be held next Tuesday at the City Hall, commencing at 9.30 p.m. As in former years the usual practice, dances for the eight-some reel and other Scottish dances have been arranged, and the first of these took place yesterday evening at the City Hall. There was good attendance, and the spirit of the dances was thoroughly entered into. The next practice dance will be at 5 p.m. on Friday evening.

The newly elected board of directors of the Chinese Engineering Society is as follows:—Dr. T. E. Mao (Board of Communications, Peking), G. C. Yun (Committee to the Philadelphia Exposition), Dr. C. C. Wu (Government Technical College, Peking), H. H. Ling (President, Nanyang University), Paul H. Hsu (Principal of Academy, Nanyang University), and G. Chow (Engineer, Chinese National Engineering & Manufacturing Co., Ltd., Shanghai).

In H.M. Supreme Court, Shanghai, before Judge Grain, divorce proceedings were commenced by Mrs. Emily E. Lucan against T. R. Lucan, the petitioner alleging adultery. Petitioner was represented by Mr. A. Y. Ting, who asked that the proceedings might go on without naming the correspondent, a woman known to the plaintiff. Counsel further stated that a writ and petition had been served by the Marshal on respondent, but that the Marshal had been told, when he went to respondent's home, that the latter was out. It had been learned from friends that respondent had left Shanghai. His Honour granted leave to proceed without naming the correspondent and the case was adjourned for the necessary 20 days before further proceedings take place.

THE LATE CAPT. W. E. CLARKE.

FUNERAL IN HONG KONG ON FRIDAY.

On enquiry yesterday it was learned that the remains of the late Capt. William Edward Clarke, a director of the Hong Kong, Canton & Macao Steamboat Company, whose death at Shanghai, while on a visit to his daughter, Mrs. A. B. Stewart, was reported yesterday, will probably arrive in the Colony on Friday morning for burial here. The funeral has been provisionally fixed for Friday afternoon at Happy Valley.

A memorial service was held at the International Funeral Directors, 71, Kiao-chow Road, Shanghai, on Saturday last.

Apart from his long association with the Steamboat Company, first as an officer, and later as Secretary, the late Capt. Clarke was a member of the Consulting Committee of the Douglas Steamship Company, and had acted as an Unofficial Justice of the Peace since 1908. He joined the merchant service at the early age of fourteen years. Capt. Clarke, who was 71, was a native of London.

Captain Clarke held among many similar testimonials a letter of thanks from the Government of Macao for his services and relief work during a tornado that passed over the inner harbour causing much havoc and loss of life. In 1900, Captain Clarke had the terrible experience of being wrecked in the s.s. *Fuami Maru* off Capt. Kalavite, Mindoro, Philippine Islands.

Captain Clarke was much interested in motoring, golfing and yachting. When the Shanghai interport bowls team was last here he was in a Taiipo rink which played them. Since his retirement he had lived at Taiipo.

'VARSITY VESSEL DEPARTS.

STUDENTS BID FAREWELL TO HONG KONG.

The 'Varsity vessel, s.s. *Ryndam*, left Hong Kong last evening, and prior to her departure, the five hundred of students on board were busy having a last look round the Colony.

Yesterday afternoon the four groups of students made the trip around the island in a fleet of motor cars, and paid a visit to the University, carrying out the same programme as group "C" in the morning and groups "A" and "B" on Monday.

The visitors' general impressions of the Colony are that it is "great" in its scenery, and that the place is the most interesting they had as yet seen in their travels. They were greatly impressed by the buildings of the Colony, especially those on the Peak.

The *Ryndam* left the wharf shortly before six in the evening when the majority of her 550 passengers were on deck for a last glimpse of Hongkong in the dusk.

It is interesting to note that painted in white on the sides of the liner are the words: "University World Cruise." Over 200 guests, chiefly local people connected with education, were entertained to dinner on the *Ryndam* on Monday evening by the Officers and Educational Staff of the "floating 'Varsity."

Amongst those present were Mr. W. W. Hornell, Vice-Chancellor of the University of Hong Kong, and several members of the staff, Mr. A. E. Wood (Director of Education), the Hon. Sir Shou-son Chow and Lady Chow, the Hon. Dr. R. H. Kotewall.

The guests, who were introduced by Mr. Hornell, were received on deck by Professor J. E. Lowe, of New York University, who is the acting president of the floating academy, and Mrs. Lowe, and with them were Professor and Mrs. A. K. Hecker of the University of Missouri, Professor and Mrs. George E. Howes, of Williams College, and ex-Governor Allen of Kansas.

There were a few after-dinner speeches in which compliments were paid to the charm of Hong Kong and to the reception accorded to the visitors during their short stay.

HONG KONG MALE VOICE CHOIR.

THIS EVENING'S CONCERT.

The Hong Kong Male Voice Choir is to make its first appearance of the Season this evening at a concert to be held at the Wesleyan Sailors & Soldiers' Home.

The Choir has been practising assiduously for the past two months and considerable progress has been made with the Season's programme of work.

The new Conductor of the Choir is Mr. P. White, who arrived in the Colony last May. Shortly after his arrival he was invited to take up the post of Hon. Conductor of the Choir, vacated by Mr. Collett, who returned Home last Spring. Mr. White comes from Wales, "the Land of Song," and was for some time prior to his departure from England conductor of the Pembroke Choral Society and Pembroke Male Voice Choir.

Choir membership has shown an increase of 100 per cent. since the beginning of the season, the full strength now being 40 whereas formerly it was rarely more than 20.

The following local artists are to assist at the concert: Mrs. Gay Cuming, Mrs. F. White, Miss F. McGill, Rev. G. E. Arrowsmith and Mr. T. Graga.

NORTHERN SITUATION.

MISSIONARIES STARVING AT SIANFU.

FUTILE RELIEF EFFORTS.

[THROUGH REUTER'S AGENCY.]

PEKING, November 23rd.
Foreign telegrams from Sianfu state that the missionaries there are starving and that relief efforts have hitherto been unsuccessful.

NAVAL FORCES IN CHINA.
QUESTION IN COMMONS.

LONDON, November 22nd.
In the House of Commons, replying to Mr. A. A. Somerville, Sir Austen Chamberlain said that the disposition of naval forces in China was made by the Commander-in-Chief, who was in close touch with the Minister in Peking and local Consular officials. It was considered that the force at the disposal of the Commander-in-Chief was sufficient to ensure the safety of British residents.

COMMUNISTS MEET IN MOSCOW.
GREETINGS FROM KUOMINTANG.

MOSCOW, November 23rd.
A plenary meeting of the executive of the Communist International has opened in the Kremlin. Fifty countries were represented. M. Bukharin, in a speech, emphasised the importance of events in China and the struggle of the British miners in relation to the World revolutionary movement.

After listening to greetings from representatives of the Kuomintang and Communist parties in China, the East Indies, Britain and other countries, the gathering unanimously decided to relieve Zinovieff from the chairmanship of the Communist International and Trotsky from the chairmanship of the Scientific Department of the Supreme Economic Council of Soviet Republics.

FRENCH AIRMAN'S FEAT.

PARIS, November 23rd.
The naval aviator, Lieut. Bernard, who left Marseilles on October 15th arrived on Sunday at Majunga, on the Western coast of Madagascar, having covered a distance of 15,000 kilometres.

THE SINO-BELGIAN TREATY
BELGIUM APPEALS TO HAGUE.

BRUSSELS, November 22nd.
A Chinese Note has been presented declining to agree to a compromise whereby the Sino-Belgian dispute as regards the denunciation of the 1905 Treaty would be referred to the Hague Court.
The Belgian Government has, consequently, decided to apply to the Hague, as China has recognised the obligatory competence of that Court. Belgium requests the Court to indicate the desirable measures to safeguard her nationals' rights, and, pending its findings, reiterates that this recourse to arbitral jurisdiction with a view to settling the legal point, does not exclude the idea of friendly negotiations with a view to arranging revision of the Treaty.

China to Appeal to League.

LONDON, November 23rd.
The correspondent of the *Morning Post* in Geneva states that China will appeal to the League Council or Assembly in the Sino-Belgian dispute. This is the inference from a statement issued by the Chinese delegations accredited to the League.
The Chinese officials announced that they have received instructions from Peking to inform the League that the question does not involve legal interpretation but the principle of equality and justice.

LABOUR M.P. FINED.

BREACH OF EMERGENCY REGULATIONS.

LONDON, November 22nd.
Mr. D. Kirkwood, the Labour M.P., has been fined £25 with costs, for a breach of the Emergency Regulations.
An earlier message stated that there were four summonses charging Mr. Kirkwood, M.P., with breaking the Emergency Regulations in the course of his speeches in Derbyshire villages on the 22nd inst. The case was adjourned for a week on Mr. Kirkwood's application for time to prepare his defence "in view of the great constitutional principles involved."

LANCASHIRE AND SHORT TIME PRODUCTION.

EMINENT ECONOMIST'S OBJECTIONS AND SUGGESTIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, November 23rd.
The general committee of the Federation of Master Cotton Spinners Associations privately met Mr. J. M. Keynes, the eminent economist at Manchester. Mr. Fred Mills, Chairman of the Short Time Organisation Committee, outlined the reasons for the abolition of an organised curtailment of production.

Mr. Keynes, in reply, objected to short time as directly increasing the costs of production and indirectly increasing them through the steadily worsening finances of concerns. He declared that if Lancashire was unable to work spindles full-time with cotton at the present price, she would never be able to do so, and to sit still and not consider the alternatives was a suicidal policy.

Mr. Keynes suggested the formation of a cartel in which "an element of compulsion" was necessary mainly from the banks, whereby individual businesses would maintain a separate identity. Each would be allotted transferable quotas by the cartel managers, or the formation of amalgamations which would buy a great number of mills in order to close down some, and in this way strengthen their finances and concentrate business on the remainder.

RUBBER PRICES FLUCTUATION.

"TIMES" ON RESTRICTION POLICY.

LONDON, November 23rd.
Commenting on the fall in the price of rubber *The Times* says that in taking a long view of the rubber industry, it has more to gain from moderate than from high prices, and opines that it is most desirable that the industry should reach greater stability by extending the use of rubber so that it will not depend too much on the fluctuations of one trade like tyre making.

It points out that restriction has not been very successful in producing stability, and must anyhow be regarded as a temporary support. Meanwhile the Malayan and Ceylon industries might advantageously develop and extend in research and experimental activities, in regard to which attention is drawn to the greater activities of the Dutch East Indies.

PROGRESSIVE LIBERALISM.

NEW CONTROL FOR NEWSPAPER GROUP.

LONDON, November 22nd.
Mr. Lloyd George has parted with all the controlling interest in the *Daily Chronicle* group to a group, represented by the Marquess of Reading, Sir David Yule and Sir Thomas Catto. Lord Reading will be Chairman.
The papers will be conducted in accordance with the policy of progressive Liberalism.

PRINCE HENRY OPERATED ON.

LONDON, November 22nd.
Prince Henry has been operated on for the removal of his tonsils. He is progressing satisfactorily.

EX-KAISER ILL.

DOORN, November 22nd.
The ex-Kaiser has been in bed for a week with a serious chill.

[REUTER'S AMERICAN SERVICE.]

FRANC FLUCTUATION.

U.S. COMMENT.

WASHINGTON, November 23rd.
Commenting on the recent fluctuations of the franc, Mr. Mellon said he believed fluctuations would be modified if France adopted a gold standard.

U.S. RAILWAY SOLD.

NEW YORK, November 22nd.
A message from Butte, Montana, says that only one bid, namely, \$140,000,000 was made at the public auction in Chicago for the Milwaukee-St. Paul Railroad, which has been under a receivership for over a year.
The bid was made by the Reorganization Committee, and the terms of purchase will be submitted to the Federal Court for approval.

LEAGUE OF NATIONS.

IMPORTANT SPEECH BY FOREIGN SECRETARY.

[BRITISH WIRELESS SERVICE.]

RUSSY, November 23rd.
Speaking at a meeting of the League of Nations' Parliamentary Committee last night, Sir Austen Chamberlain emphasised the importance of trust and confidence between the League Council and Assembly and the fact that in the League all States are equal, the assent of the least being as necessary as the assent of the greatest. It has nevertheless to be recognised that some States stake more by their obligations than others and would in case of need be called on to make greater sacrifices for the common weal. It was vital that the four great European Powers in the League should work together till the League was so strong that it could impose its will or its judgment on any State that became recalcitrant. Nothing could be more disastrous than that States on the Council should fall into two camps and nothing more fatal than that smaller States should ever think they could benefit themselves by fomenting differences among the great Powers.

The Foreign Secretary referred to the danger of States going to Geneva so pledged to a specific and publicly proclaimed policy as to debar them from making those concessions to opposing opinions that must frequently be necessary if an agreement is ever to be secured. A Cabinet Government would obviously become impossible if each Minister proclaimed, before-hand the policy he proposed to stand for immovably, and very much the same was true of the Council and its members at Geneva.

Regarding disarmament, he emphasised the need of exhaustive preparation before anything so ambitious as a world-wide conference was actually convened, and associated himself with Lord Cecil's doubts as to the wisdom of pressing for a conference next year.

BRITISH STEAMER'S FIGHT WITH STORM.

"ALDORTH" MAKING FOR PORT.

RUSSY, November 23rd.
The gales which have swept Western Europe and the North Atlantic during the past few days abated yesterday, and it is hoped that the 3,000 tons British steamer *Aldworth*, after being in distress for two days will reach port safely. During the storm her boats and bridge were smashed and in response to wireless appeal the Cunard liner *Andania* stood by for many hours in case assistance was required. The *Andania* was able to leave the scene when the gale moderated and the *Aldworth* had begun to make headway under her own steam.

The last wireless message from the *Andania's* Captain was "Wish to record my admiration for heroic conduct and wonderful work of captain and crew of *Aldworth* which would certainly have foundered with less able men."

BRITAIN'S DEBTORS.

FURTHER IMPOSING FIGURES.

RUSSY, November 23rd.
The Financial Secretary to the Treasury, Mr. Ronald McNeill stated in Parliament that the amounts of war debts to Britain outstanding respecting which no funding agreements had yet been made were approximately:—Russia £794,500,000, Portugal £23,500,000, Greece £21,000,000, Lithuania £348,000, Serbia and Slovenes Kingdom including post-war debts £34,000,000.

The payment of the relief debt of Australia amounting to £12,000,000 has been postponed until 1924 and is therefore in a separate category.

IRAK AND TURKEY.

RUSSY, November 22nd.
Sir Henry Dobbs, British High Commissioner for Iraq, is visiting Angora on the invitation of the Turkish Government, who heard that he was returning from Geneva via Constantinople. A treaty was a few months ago concluded between Iraq and Turkey, and Sir Henry Dobbs' visit will enable him to discuss minor frontier problems outstanding between the two countries and to assure the Turkish Government of the genuinely friendly spirit towards them of Iraqi authorities. The presence in Angora at the same time of Sir George Clerk, the new British Ambassador to Turkey who is paying a ceremonial visit is a pure coincidence.

IMPERIAL CONFERENCE RESULTS.

REGULATING NATIONAL STATUS.

[THROUGH REUTER'S AGENCY.]

LONDON, November 22nd.
The resolutions of the sub-committee of the Imperial Conference issued to-night include the unification of the system of regulating the status of British nationality, comprehensive recommendations as regards scientific and agricultural research all over the Empire, also the development of the Imperial air services, commending the decision of the Australian Government to arrange flights to Singapore to link up with similar Air Force flights in the reverse direction.

[BRITISH WIRELESS SERVICE.]

Complete Review to be Published.

RUSSY, November 22nd.
The final meeting of the Imperial Conference will be held to-morrow afternoon and, in the evening, a complete review of its work will be published. No meeting of the Conference was held to-day. Further reports, which were approved at the last session of the Conference include one from the Imperial Air Communications Committee.

The Conference was impressed by the great political and commercial benefits to be derived from accelerating the Imperial Air Communications. It accepted the Committee's recommendations that in view of the great potentialities of the airship and the lack of present facilities for the early development of regular airship services India and Dominion Governments concerned should consider the erection of mooring masts available for demonstration flights in 1928-1929 by two airships now under construction. The British Government are urged to consider the erection of a second airship shed at Cardington, where the one now existing is the world's largest building. The Committee also recommended that an Imperial Air Conference be held in two or three years' time. Satisfaction was expressed at the development of aeroplane services in Africa and at the projected air link between Australia and Singapore.

Research Work.

Another report approved by the Conference is that on the subject of research. It says there is a consensus of opinion that co-operation of the various Governments of the Empire in scientific work in the fields of entomology, mycology and tropical medicine has been greatly helped by the Imperial Bureaux for these subjects, and it recommends the establishment of similar further research bureaux. It considers that periodical special conferences, such as those already arranged for forestry and agriculture, could best consider the needs for such new organisations. But it points out that existing bureaux are based on particular sciences and their application is general to all practical arts concerned whether agriculture, forestry, horticulture, medicine, mining or manufacturing industry. The Committee recommends that new research organisations should be based upon an opposite method. Instead of each being based upon a particular science they should be based upon a particular art such as those above mentioned and should draw help from the whole range of science. Dealing with the question of man-power for research work the Committee recognises that this is a matter of the greatest importance, and it makes various recommendations in regard to the selection, training and conditions of employment of scientific staffs.

200,000,000 FALSE TEETH.

BRITAIN'S ANNUAL REQUIREMENT.

False teeth now required annually by the people of Great Britain number 200,000,000, and the number of persons who use them will be considerably increased by the provision of dental treatment under the health insurance schemes which began on October 1st.
At present dentists estimate that one person out of every three has false teeth at the age of 30, and one in every two at the age of 50.
Hundreds of thousands of false teeth are being shown like precious jewels in velvet settings at the International Dental Exhibition, which was opened at the Imperial Institute, South Kensington, on October 18th. Only dentists, of whom there are now 14,000 registered in Great Britain, are admitted.

COAL DISPUTE.

CONFERENCES ON DISTRICT SETTLEMENTS.

NOTTS MINERS TO START AT ONCE.

[THROUGH REUTER'S AGENCY.]

RUSSY, November 23rd.
Conferences of the coal owners and miners to discuss district settlements began to-day in several of the larger coal fields, including Lancashire, Durham, South Wales and Scotland. The Council of the Nottinghamshire Miners' Association has decided that a continuance of the stoppage serves no useful purpose and has requested association members to sign on immediately.

In view of the miners' rejection of the Government peace proposals, the projected Bill for establishing a National Tribunal to hear appeals regarding district terms will be dropped.

14,000 More at Work.

LONDON, November 22nd.
Fourteen thousand more miners returned to work to-day, making over 390,000 now working.

[BRITISH WIRELESS SERVICE.]

Waiting in Queues.

RUSSY, November 22nd.
Many thousands of miners are not waiting for the conclusion of district agreements, but are returning to work at once. From various coalfields come reports of pits re-opening and of men waiting in queues to sign on. Today's increase in the number of men at work is 14,007, bringing the total to 390,381.

MODERATE AND EXTREMIST LEADERS.

ATTEMPT TO OUST MR. F. HODGES.

The bitterness of the struggle between the moderate and extremist miners' leaders in the coal strike is shown in the following article from a London newspaper to hand. Mr. Frank Hodges, who has been persistently abused by the segrigious A. J. Cook, has opposed the strike from the start. He is one of the ablest and most moderate members of the Labour party. The article states:

Another effort to depose Mr. Frank Hodges from his position as the secretary of the International Miners' Federation, is being made by his enemies in this country. Complete severance with the International is being discussed by the Miners' Federation of Great Britain, who have "practically decided" not to subscribe further to its funds. Such a step would sound the death-knell of the International, for the British miners pay more for its upkeep than any two other countries. The scheme to replace the Hodges International includes an alliance between the Russian and British Miners' Councils; the President and Secretary would be British mine leaders, and any Continental miners' union would be eligible for admission on terms dictated by the Alliance. Unfortunately, from the point of view of the proposed Alliance, of Continental unions would not look with much favour on any proposal the constitution of which included Soviet ideals. This, at any rate, illustrates once again the animosity existing between Mr. Hodges and his old colleagues of the Miners' Federation.
Mr. Cook has received instructions not to forward to Mr. Hodges any information regarding the activities of his union, but to circulate direct the various constituent bodies of the Miners' International.

HISTORIC INN DOOMED.

COACHING HOUSE WHERE NO WOMEN ARE ALLOWED.

The Swan Hotel, Birmingham, one of the most famous coaching inns in England, which has retained many of its original characteristics, although it stands in the centre of the busy city, has been doomed.

This historic building at the corner of New-street and High-street still has part of the old coaching yard, and a 16th century atmosphere lingers in the quaint old rooms.
It is almost crowded out of sight by surrounding buildings, and it is nearly impossible now to see what it looked like in 1550, when it stood by itself in fields—the starting point of the coaches that ran through Warwick and Aylesbury to the Red Lion, in Aldersgate-street, London.

No women are allowed to eat, drink, or sleep in the place, and it is a hard-and-fast rule that no commercial travellers shall bring their wives there. The dining-room contains one long table, and before a guest takes a seat for a meal he observes the old custom of bowing to the "president" at the head of the table and saying, "May I dine with you, Mr. President?"

This same old hostelry and several other buildings close by on a piece of ground known as the Quadrant have been purchased by the corporation for £118,000, so that they may be demolished and so abolish the "blind corner" which now troubles drivers of vehicles coming up from the Bull Ring into High-street. The lease of the Swan expires in 1929, and then this famous inn, which has been the temporary home of many thousands of travellers, will close its doors for the last time.

Although no women are allowed in the Swan it is run by women. The proprietress is Mrs. Annie Butler, and 14 of her staff of 17 are women.

100,000 CASES OF WHISKY.

SENSATIONAL SEIZURE ON GERMAN SHIP.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, November 23rd.
Chased by an American coastguard destroyer in mysterious circumstances on the high seas 140 miles from the coast, a German ship was brought to New York heavily guarded. It is stated that it was carrying a cargo of 100,000 cases of Scotch whisky worth a million sterling. Coastguard authorities are maintaining extreme reserve on the matter.

It is noteworthy that no treaty exists with Germany providing for the seizure of vessels outside the 3-mile limit.

GENTILE'S GIFT TO JEWS.

\$50,000 FROM MR. ROCKFELLER.

NEW YORK, November 23rd.
Mr. John D. Rockefeller, junior, has presented \$50,000 to the tenth anniversary campaign fund federation in support of Jewish philanthropic societies. It is reported that this is the largest contribution ever made by a gentile to a Jewish philanthropic organisation.

THE REVOLUTION IN NICARAGUA.

U.S. DESTROYERS PATROLLING COAST.

MANAGUA, November 23rd.
Three American destroyers arrived off Bluefields and are patrolling the East coast, which with the exception of Bluefields and Elbluff, which form a neutral zone, is now controlled by liberal insurgents, who are up in arms against the Government. An American aeroplane is searching for an alleged Mexican gun-runner off Corinto.

GERMANY AND LAWN TENNIS.

NEW YORK, November 22nd.

The American Davis Cup Committee has voted in favour of the re-admission of Germany into the International Lawn Tennis Federation and also the Davis Cup competition.

LORD CURZON'S DOUBLE.

THE VALET WHO WAS ACCORDED VICEREGAL HONOURS.

The disclosure in the late Lord Curzon's book, "Leaves from a Viceroy's Notebook" (Macmillan, 2s.), that his valet was sometimes accorded the honours intended for his chief and received them with distinction, has aroused much interest.

The *Daily Mail* learns that the valet is Mr. F. Harris, at present a butler employed by a 7ccr. He is 4ft. tall, of military bearing, and has a striking personality. In his younger days he was almost a double of the late Lord Curzon. Writing of Mr. Harris, Lord Curzon said:—

Possessed of a fine appearance, an engaging manner, and unlimited effrontery, beautifully clad and equipped for any emergency, there was not a situation with which he was not prepared to cope, and few from which he did not emerge in triumph.

Lord Curzon described how on occasions when he arrived at various places he found his valet receiving the honours. Mr. Harris "admits that he accompanied the 'grandest Viceroy' on many of his journeys and shooting expeditions in India. At the time Mr. Harris, who is now 73, was a man in the thirties."

He was the first English valet to accompany a Viceroy to India and become a close friend.

Many of the native princes and nobilities had never before met the Viceroy, and, finding himself mistaken for his chief, Mr. Harris accepted the salutations rather than cause any feeling by disclaiming the honours.

"I had no idea Lord Curzon had taken such notice of little incidents while I was with him in India," said Mr. Harris recently, in the course of an interview. "All I can say is that I had a jolly fine time with Lord Curzon in India. I never thought he would put anything about me in a book."

"I do not think there was ever a tiger-shooting expedition in which I did not accompany Lord Curzon as his only personal servant who was a white man."

Snapped as Viceroy.
When we returned, it often happened that Lord Curzon and his A.D.C. would disappear. As we were often in remote parts, and there were always native or European photographers about, I was snapped as the Viceroy. Many of these photographs were published.

In the South of India I was sometimes mistaken for the Viceroy, and officials, and even rajahs, would discuss affairs with me.

"Of course, my being mistaken for the Viceroy was very embarrassing, but he never seemed to mind."

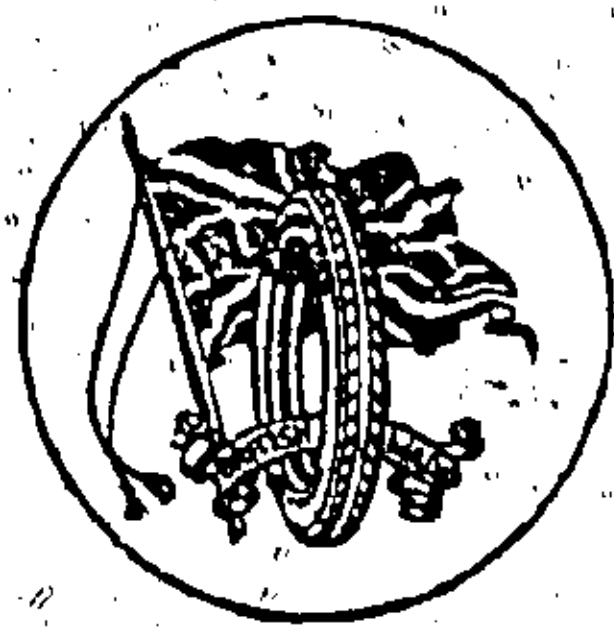
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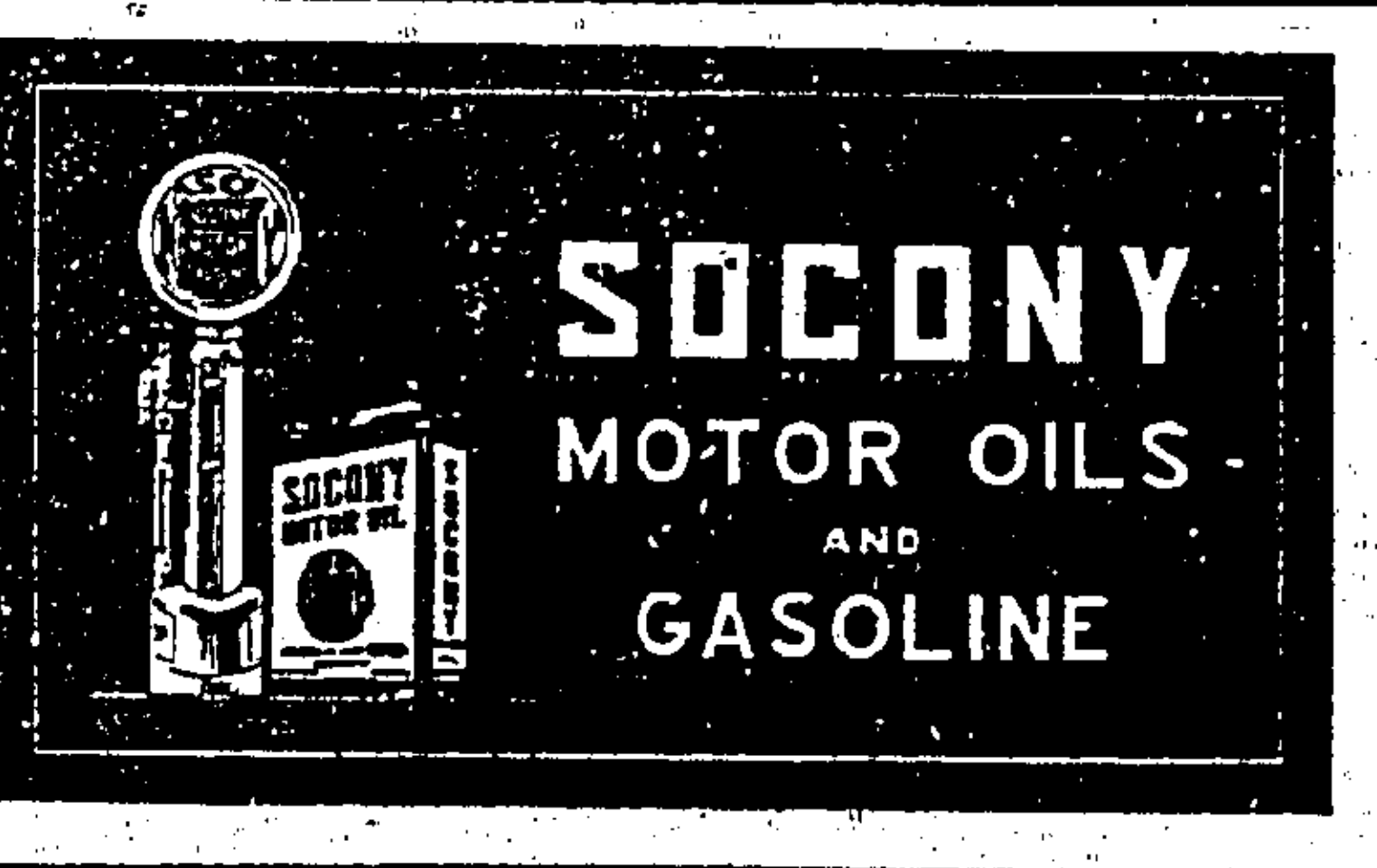
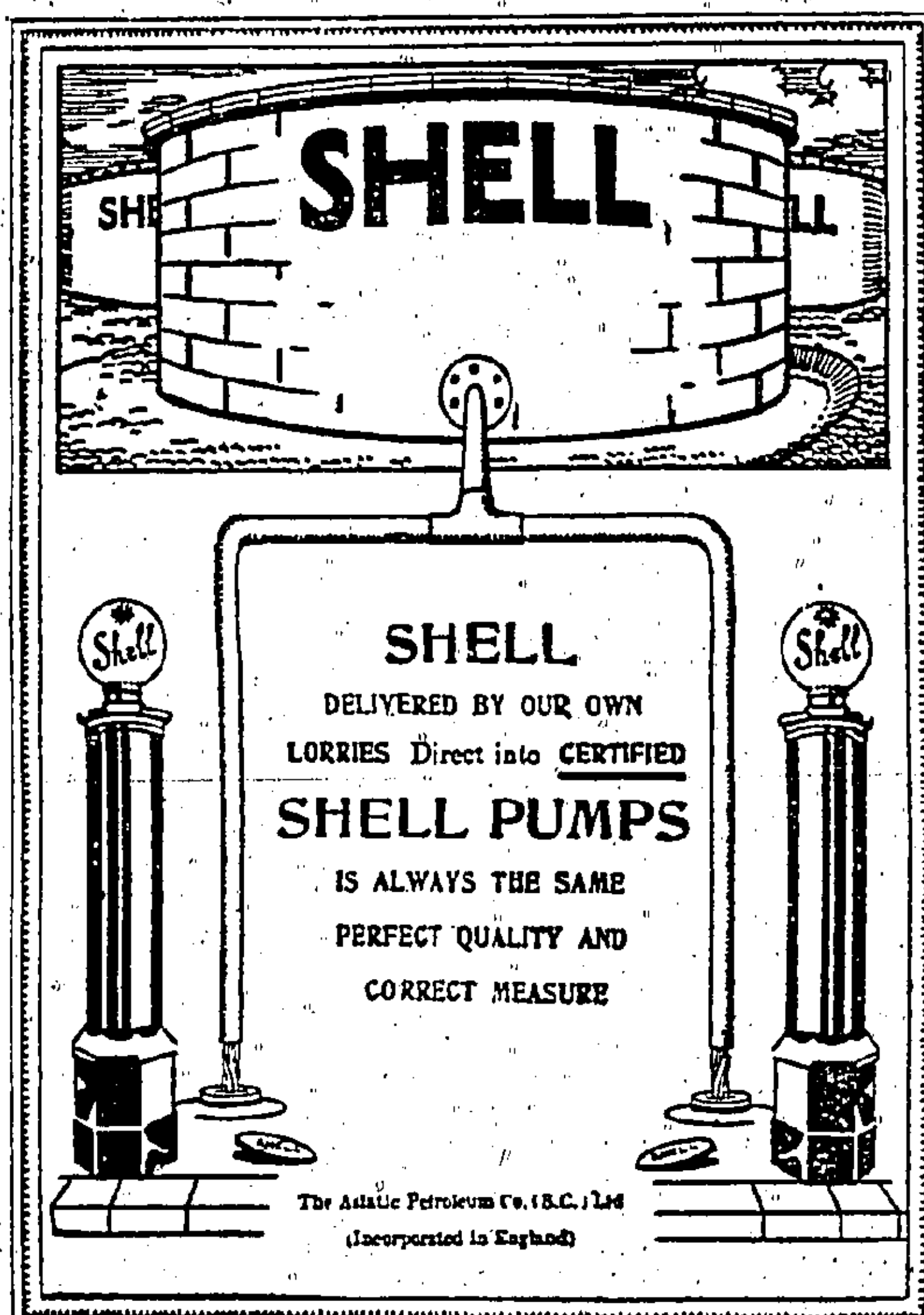
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Hongkong, 18th November, 1926. [203]

TO-DAY'S
ACCIDENT
IS NOT COVERED

BY
TO-MORROW'S
POLICY
INSURE WITH
GILMANS.

OCEAN COMPREHENSIVE
POLICIES.

Motoring Notes:

A Weekly
Review dealing

with matters of interest to all local motorists.—
The Great Show—A Twelve Cylinder Engine—The Prophets—The Ladies and
Cars—The Constantinesco Car—Modern Coachwork.

(BY AN OWNER-DRIVER.)

THE GREAT SHOW.

The vast hall and annexes at Olympia were crowded with all the latest novelties in motor cars and their accessories during the last week in October. The news of the record attendances were cabled out to us at the time, and we heard also of the record sales.

The writer now makes bold to attempt two prophecies about the 1927 models. It will be a year of the multi-cylinder engine. There will be motors carrying only two cylinders and a number carrying four cylinders, yet Olympia, October, 1926, will, it is certain, be a place and date associated with the new era of the six and eight cylinder engine. Especially the six.

Why so sure? During the last few months the writer has been in correspondence with three prominent English firms about a new car. That correspondence has been amusing and, at the same time, informing.

Those firms are trying to clear their four cylinder models, but for a time they won't give a local agent any encouragement to handle six cylinder models instead of four cylinder cars. Is it not fairly obvious that they scent the demand in Great Britain for "the silken six" cylinder car?

A TWELVE CYLINDER ENGINE.

This show will also be famous for the new twelve cylinder engine exhibited by a British firm. The engine is arranged in an ingenious manner—it is a double six. The writer does not suggest that this beautiful car is within the means of any but perhaps half a dozen people in Hong Kong.

On the other hand the writer does think that, despite recent bad times, the tax payers of this Colony ought to provide the very best car possible for the representative of H.M. King George V. In the old days H.E., the Governor of the Colony, had a carrying chair that was really the most dignified and impressive affair of its kind in Hong Kong. Is it too much to suggest that His Excellency should be provided with a twelve cylinder car that would make all and sundry realise that an important personage is being conveyed through the streets of Hong Kong, at any rate on state occasions? Noblesse oblige!

The present Government House cars are vehicles about which much praise could be written. For lowly people, such as most of us who enthuse about mechanism, such cars are beyond our hopes, so expensive are they compared with our modest resources.

However, we have no appearances to keep up—we who are not high officials.

A GREAT NEED.

Many years ago the late Hon. Mr. Percy Holyoak made the same sort of suggestion at a meeting of the Legislative Council. The late Sir Henry May, when motions were first introduced to Government House (about 1915—or was it later?) used a car that really was not quite in keeping with his position as "No. 1" in Hong Kong. The Hon. Mr. D. G. M. Bernard, as President of the local Automobile Association, must see to it that the new twelve cylinder car that attracted so much attention at Olympia this year is added to the cars garaged at Government House.

The Chief Justice maintains the dignity of his office with a beautifully kept Rolls Royce car.

THE PROPHETS.

Writing about the prophets brings to mind that really remarkable verse written by Erasmus Darwin one hundred and twenty years ago. He must have had a vision of the future when he wrote—

"Soon shall they arm unconquered
steam afar
Drag the slow barge, or drive the rapid
car,
Or on wide-waving wings expanded
bear
The flying chariot through the field of
air."

The internal combustion engine was not in general use until nearly a hundred years after 1802 when Erasmus Darwin wrote those words, but it is true that steam did "drive the rapid car" and may even do it again. The internal combustion engine, however, does the work to-day.

RANGE OF POWER.

Olympia no doubt had tiny exhibits of seven horse-power cars fitted with saloon bodies and capable of doing forty miles an hour on the open road without any effort.

The powers of the cars exhibited must have had a range of from seven to one hundred and twenty horse-power. It is said that the car fitted with this high powered engine will crawl along the road at one mile an hour or rush along at a speed exceeding one hundred miles an hour, if the open road will permit. It must be a wonderful experience to handle a car like that.

It must be remembered that great progress has been made in the control of motor cars. The modern vehicle speeding along at forty miles an hour can be pulled up to rest within forty yards by means of the present mechanically operated system of brakes which uses all four wheels for the purpose.

As if four brakes, operated automatically by one motion of the driver's foot, is not sufficient there is also a hand brake which helps to pull the car up when it is utilised. That is the emergency brake which is seldom used.

THE LADIES AND CARS.

An experienced manufacturer of motor cars once said to the writer "Can you recommend me a young fellow about twenty-two years of age for my staff to act as a salesman?" Now it so happened that a young friend of about that age had just graduated in engineering at the University of Liverpool. So the manufacturer was informed that a clever young engineer was available.

"Clever he is," he said, "What I want is a good looking young fellow with nice manners. Ninety per cent. of my sales are decided by the ladies. I want a young fellow who will be *persona grata* with the opposite sex. It does not matter a bean about engineering knowledge, what he needs most of all is a nice manner."

Ladies now-a-days drive cars and find no difficulty in doing so. The engineer has made the control so much easier. The starting is now no great trial—the lady just presses the button and the self-starter does the rest.

A slight pressure of the foot brings on full pressure of the brakes. The steering of the car is easily managed. Even if the lady gets a punctured tyre she only has to wait and some polite man comes along with an offer of help.

Therefore, there is no excuse for anyone to refuse to learn to drive a car. Perhaps some of the middle aged of both sexes have not the ambition.

Young twenty-one, male or female, has no hesitation about the matter. In the old days our parents paid for us to have lessons in music. Our sons and our daughters use the gramophone and demand tuition about motor cars.

THE CONSTANTINESCO CAR.

One of the recently arrived letters, from a friend in England who visited the Paris motor show says that the stand that attracted most attention was that which exhibited the Constantinesco car.

What was the great attraction? Well, there are no gears, no clutch and one control only—the throttle!

It all sounds too good to be true, for a motor car.

Some two or three years ago these promises were made to the motoring world, but as they did not materialise motorists began to grow sceptical.

Some of them said "Oh! it is just one of those 'stunts' of the yellow press. They lead you to expect all sorts of things but they always let you down. They 'stunt' about standard bread or sweet peas or 'eat more fruit' or 'national economies' and now they have got hold of some cock-and-bull story about an impossible invention."

A REMARKABLE MAN.

The engineer who has given his name to this car is not a stunt merchant. He is a very talented person.

Unless my memory is playing me tricks he is the man who made what always seems to me to be the most wonderful invention of the war.

The problem was to arrange so that the bullets from a machine gun carried on an aeroplane should pass through the air churned by the machine's propeller without hitting the blades.

The propeller rotates at some terrific speed—such as 4,000 revolutions per minute. Moreover, the speed is always varying.

The job was accomplished. The tiniest fraction of a second out of step and the bullet must crash into the blade with a result that might be extremely unpleasant to those firing the bullet.

It never did crash. It always seemed to me that the man who arranged that mechanism must be a genius.

A LITTLE PATIENCE.

At the time of writing "an Owner Driver" has seen nothing in the English newspapers—including the technical press—about the Constantinesco car and there is only the few lines in a private letter about the subject.

The unsatisfactory correspondent does not even say that this new invention is either better or worse than he expected. "Was it exhibited at Olympia? What is it anyhow?"

We must, for the present, content ourselves with the knowledge that the inventor is a genius and a mathematician as well as an engineer.

The old days when the big inventions were made by men who had no knowledge of the laws of physics and only elementary mathematics are gone.

The inventions of to-day are made by scientifically trained engineers. Yet still it is true that the most wonderful piece of mechanism is the human mind.

THE GEARS.

What is this new product of the mind of a great genius? Is it a rotary engine or is it the true and trusty petrol engine with some new form of transmission mechanism?

That last is probably what it amounts to. This inventor has always had the great ambition to eliminate the mechanically unsound method of speed control now always used on petrol driven cars. Gears are useful but —

Those of us who have driven a steam car know the great advantage that results if there is no gear changing.

It is the gear changing that always worries the learner. Almost anyone can steer a car, but it is great adventure learning how to change the gears.

Good luck to you, Constantinesco car! May it be as great a boon to the general public as some of us are sanguine will be the case.

Even if you are, there will still be plenty of opportunity for other inventors!

There are so many improvements that experts want to see accomplished in connection with motors and motoring.

Every year is really a record of progress. Sometimes we, of the older generation, come to the conclusion that we were born about forty years too soon. What a good time young twenty-one has to-day with his almost fool-proof, silent car as compared with those of us who, at twenty-one, had no other form of locomotion for the country roads but an old push bike.

What it will be like for young twenty-one of 1950 is hard to say. He will probably be using an "Austin Seven" aeroplane for his annual summer holiday. He will fly across from Hong Kong to London with about as much preparation for the trip as we make when we go to Shanghai.

Life in Hong Kong since the coming of the car made trips around the island, to Shek-O, to the Peak and around the New Territories possible, is very different to that lived in "the good old days."

It will be better still when Hong Kong people will fly to London in a two-seater aeroplane.

Perhaps the Constantinesco car has brought that happy day nearer to us. We hope so.

MODERN COACHWORK.

THE USE OF CELLULOSE LACQUER.

A feature of the 1927 car will be the new ideas embodied by the coach builders.

For some years there have been noticeable improvements in upholstery and various little things that add to the comfort of passengers.

This year we have cellulose lacquer on the bodies. This is being used extensively in America. As Olympia is the great International Show we may be sure that cellulose lacquer is a feature of the exhibits.

It can be applied by an ordinary paint brush and it must reduce the cost of "doing up" a car.

Is it not an application of lacquer for which the Far East is famous?

At present the owner driver who takes a pride in the appearance of his car is often put to a great inconvenience if the body work is scratched. The car must be sent to a coach painting concern which possesses the necessary equipment for applying cellulose enamel. It usually takes about ten days to get the work done.

With this new cellulose paintwork there will be no such delay. The ladies love the brilliance that has been obtained, in past years, by the use of oil paint and varnish. An equal lustre is secured with the new method of finishing off the body work.

INSURANCE GAINS.

This cellulose paintwork can be cleaned dry if necessary. The more it is rubbed the better it looks.

If damaged it can be repaired so as to make the damaged part look like the rest of the bodywork. It is not necessary to strip the whole vehicle of all of the old paint. The damaged part is simply repainted.

Thus there is promised a great saving in the repairs bill.

Incidentally it may be mentioned that the insurance companies will greatly benefit by a reduction in the cost of repairs. Now-a-days if one "wing" (or mudguard) is buckled, the other three have to be repainted. That means removing them for stove-enamelling. This new method is a great improvement and it will be particularly welcomed in Hong Kong where the body work is subjected to the heat of summer and the great humidity of the atmosphere.

On the whole the general standard of the bodywork seen in Hong Kong is very high. Most of the car owners are very proud of the appearance of their cars and rightly so.

Most of us spend some money, each year, on repairs for the sake of appearance. Bodywork gets scratched and at last we say "The car must be repainted." This new lacquer finish does not scratch and repairs to paintwork are soon completed if it is used.

THE INTERNATIONAL SHOW.

There are many motor exhibitions during the year and they are held in all parts of the world.

There is, however, only one International Motor Show and that was held at Olympia, London, towards the end of October.

Just as London is the centre of the world's trade and finance so is it now the Mecca of all good motorists—especially during show week.

British, French, American, Italian and Austrian cars are to be seen at the International Show.

Why is it such a great event for the keen motorists?

Because many of the models for next year appear at Olympia for the first time.

It is true that the Paris show comes first, but London is the centre of fashion for motorists. Paris may be all very well for ladies' dresses and hats, but England is the home of modern mechanism.

And the Olympia Show beat all of its own records in 1926. May it go on from strength to strength. For the motor car industry in Britain is a great one. Roads and motors would put the bandits who infest China out of business.

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Blowpipes, Gauges, Scraping Powder,
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Welding Purposes.

BOILER REPAIRS
A SPECIALITY.

Autogenous Welding of all Metals by
Oxy-Acetylene and Electric Processes.

APPLY OFFICE—20, DES VŒUX ROAD CENTRAL—2nd Floor.

Telephone C. 2244.

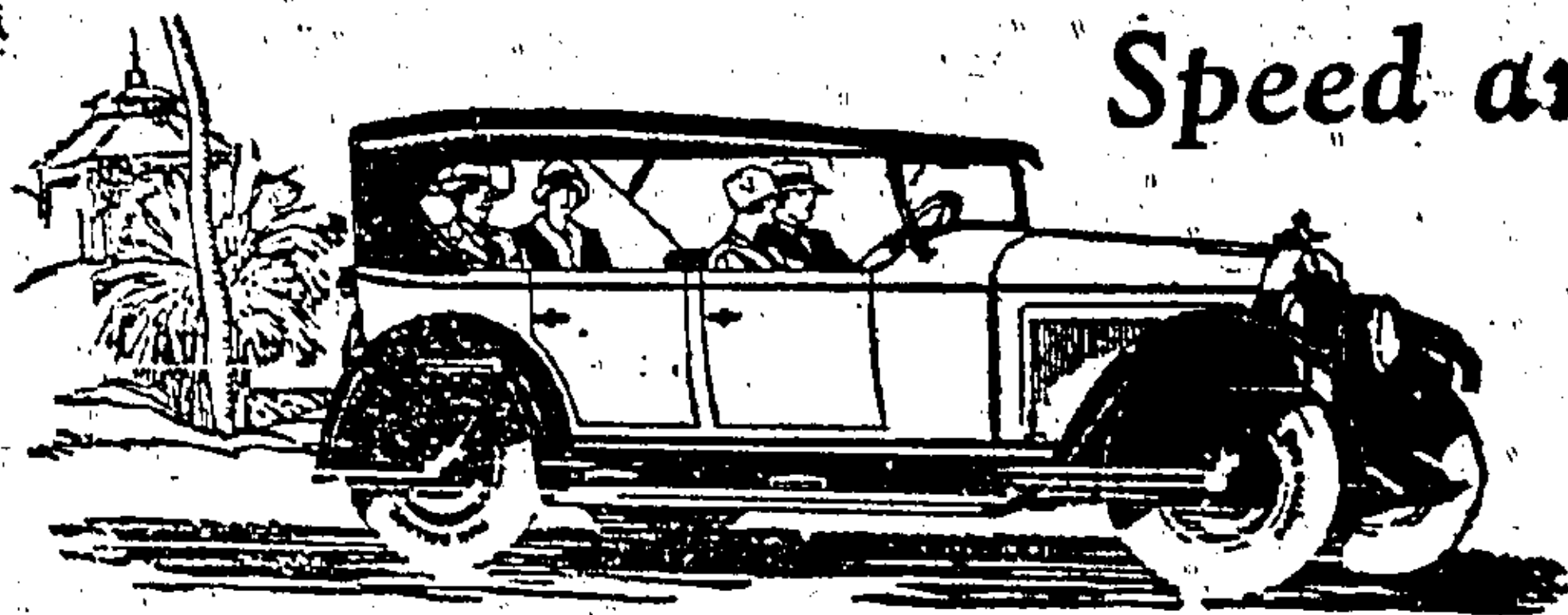
For Urgent Repairs—Kowloon 783.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT INCLUDING HOLIDAYS.

1067

A.P.S.

The World's Greatest Speed and Power Development



No other car has the super-efficiency of the new "70" Willys-Knight Six. None other of its size develops such phenomenal power and hill-climbing ability, with such remarkable economy of operation.

With a 2 1/2-inch bore and a 4 1/4-inch stroke, the perfected Knight sleeve-valve engine of the "70" Willys-Knight Six develops greater power per cubic-inch of piston displacement, throughout its entire range, than any other stock American engine built today.

Perfected to a point that has gained for it swift recognition as the world's highest type of high-speed engine construction, the Knight sleeve-valve engine in this car out-

performs anything that ever was built of its size, or type, or class.

With perfected mechanical 4-wheel brakes, the same type of braking system as that used on the finest and most costly cars of Europe and America; with 8 Timken roller bearings in its steering mechanism, (more than any other American car), the new "70" Willys-Knight Six, regardless of its great speed and power, becomes one of the easiest and safest to drive of all motor-cars.

Don't hesitate to come in and ask for a demonstration of this sensational new Six. Let the car itself convince you of its speed and power and comfort.

"new 70" WILLYS-KNIGHT 6

GILMAN & Co., Ltd.
Hongkong Bank Building,
Des Voeux Road Central.
Tel. C. 280

Service Representative:
Mr. A. ASHER.

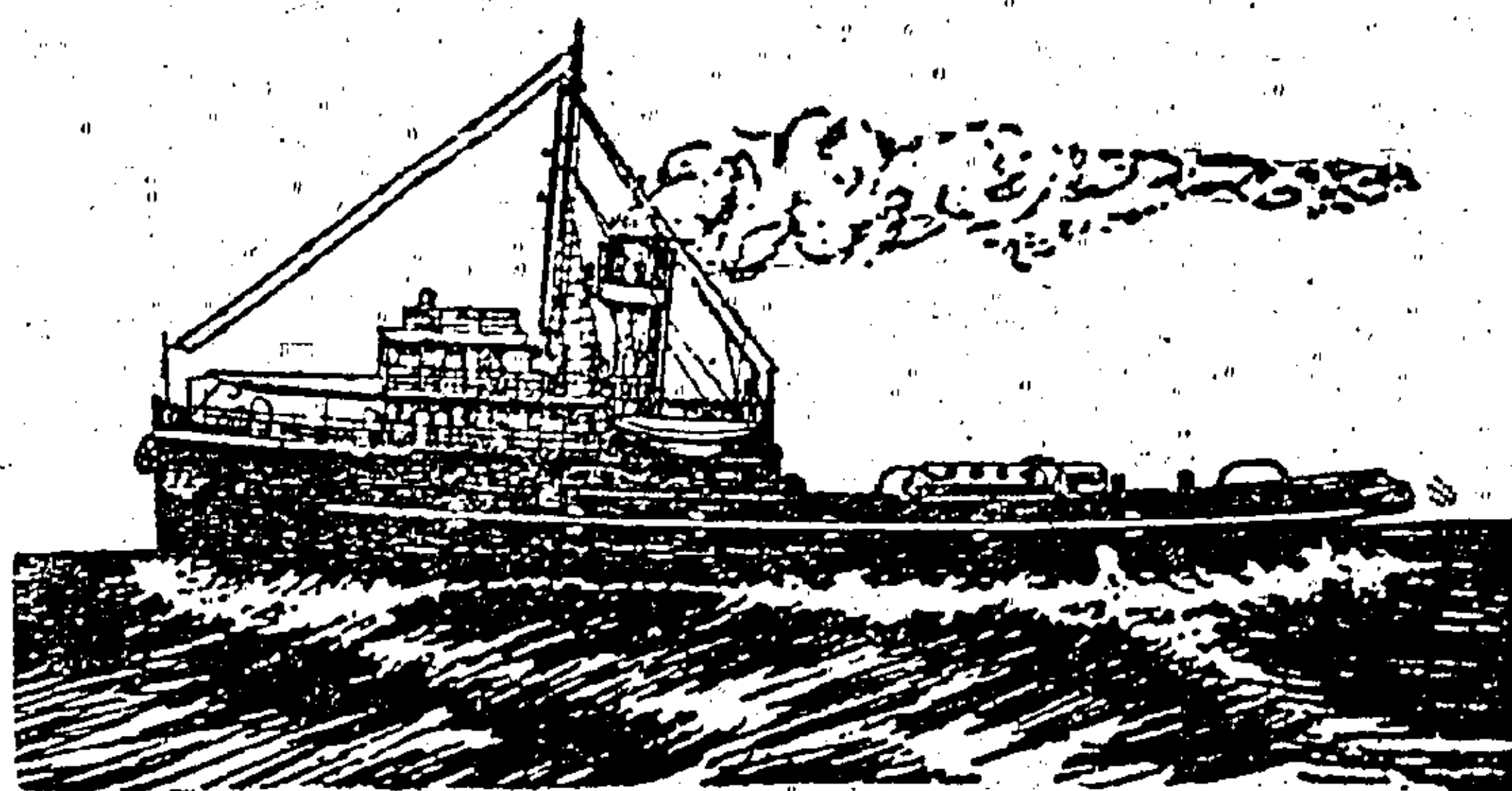
WILLYS - OVERLAND - FINE - MOTOR - CARS

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.

(Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.)



Steel Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible, centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

OVER HALF A CENTURY REPUTATION FOR THE
DR. LE CLERC'S PILLS FOR THE
LIVER & KIDNEYS
ITALICANA FOR DYSPEPSIA OF THE LIVER
CHOLERA, STYPTIC, BILIOUS, GOUT, RHEUMATISM,
POSSIBLE IN REMEDY OF THE LIVER
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DR. LE CLERC'S PILLS FOR THE
LIVER & KIDNEYS

ON SALE.

HONGKONG HARBOR REPORTS
OF THE
LEGISLATIVE COUNCIL for the
Session 1926.

Revised by Members,
PRICE 5s
Daily Press Office

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 23rd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.01	30.09	30.00
Temperature	72	64	69
Humidity	82	52	53
Wind Direction	ESE	NE	ESE
Force	3	0	3
Weather	C	O	B
Rain	0.00	0.00	0.00

Highest open-air temperature on 23rd ... 73
Lowest open-air temperature on 23rd ... 54

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From November 24th to 30th, 1926.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H. Kong Standard Time	Height	H. Kong Standard Time	Height
Wed.	24	h. m.	ft. in.	h. m.	ft. in.
		2 23	4 5	8 47	1 5
Thur.	25	11 29	7 3	4 54	4 4
				7 44	1 8
Fri.	26	Noon	High	Noon	Low
		0 6	8 9	8 51	2 0
Sat.	27	Noon	High	Noon	Low
		0 57	6 4	9 54	2 8
Sun.	28	Noon	High	Noon	Low
		2 9	5 9	10 49	3 4
Mon.	29	6 58	5 3	10 54	4 9
		3 49	5 5	11 34	2 5
Tue.	30	8 54	5 5		
		5 18	5 4	0 13	4 4
		7 54	5 8	0 11	2 5

IN IRELAND TO-DAY.

3 MEN UNDER 30 GOVERN DUBLIN.

CORPORATION MUDDLING ENDED.

Dublin, says a *Daily Mail* correspondent, is delighted with the success of its three young business Commissioners who have replaced the old ineffective corporation in the government of the city.

In Mr. James Murphy, Dr. William O'Dwyer, and Mr. W. H. Hannon, all men under 30, Dublin has found its municipal salvation, and the citizens point with pride to the new-found cleanliness of their city, once notorious for dirt and disease.

3 Commissioners and the Town Clerk. One of Mr. Cosgrave's first administrative acts when he became President was to abolish the corporation with all its pomp, complications, and embroileries, and to hand its powers over to three Commissioners—all young men without previous municipal experience. The experience which they lacked was provided by municipal officials, whose efforts had been thwarted by the circumlocution and the political divisions of the old regime.

The permanent staff, headed by a town clerk of great experience and personal force, promptly adjusted themselves to the new conditions, and a remarkable energy and zeal was soon to be observed even in the operations of Dublin's crossing-sweepers.

Housing and other important schemes, which had been bandied about for several years between corporation committees, quickly began to take definite shape, with the result that within the last three years a suburban colony of 1,200 houses has been almost completed.

HONGKONG SHIPPING.

YESTERDAY'S STATEMENT.

Yesterday's returns for the 24 hours ended at 9 a.m. showed a considerable decrease of general cargo entered into the Colony. There were only 3,588 tons imported, out of which 2,198 tons were carried by British vessels. The best return was 1,778 tons discharged from the s.s. *Bendoran*, from Leith and Singapore. Cargo for ports beyond maintained the average; the total tonnage manifested on steamers passing through Hong Kong during the period under review amounted to 13,444. British vessels contributed 2,320 tons and the German steamer, *Preussen*, from Bremen and Singapore, was responsible for 8,668 tons.

There were 10 arrivals and 11 departures during the 24 hours ended at 9 a.m. yesterday. Their nationalities were: British, 3 arrivals and 4 departures; Japanese, 3 arrivals and 3 departures; Chinese, 2 arrivals and 2 departures; Dutch, 1 arrival; German, 1 arrival and 2 departures; American, 1 departure. There were a total of 63 vessels in port, out of which 23 were British.

The tabulated lists of arrivals and clearances will be found elsewhere.

SHIPPING NOTES.

The total number of deck passengers entered during the 24 hours ended yesterday at 9 a.m. was 1,592. The s.s. *Hongkong* brought 1,520 from Singapore and the s.s. *Takiva Maru* carried 72.

There were 333 tons of explosives on the s.s. *Bendoran* when she came into port yesterday from Leith and Singapore. Dangerous cargo was also on the manifest of the s.s. *Preussen*. She had 1,298 tons of the second category and 18 tons of the third.

In a notice to Mariners, the Harbour Office states that information has been received from the Naval Authorities that the work of relaying No. 5 moorings in the Man-of-war Anchorage has commenced and will take approximately six days to finish. During daylight the mooring vessel will be lying to her stern.

CLEARANCES.

November 23rd.
Chambord, for Saigon.
Devavonys, for Hoihow.
Fuchuan, for Amoy.
Hai Hong, for Swatow.
Hai Yang, for Singapore.
Hong Kong, for Swatow.
Kohoku Maru, for Takao.
Kwangse, for Haiphong.
Mishima Maru, for Manila.
Ningchow, for Manila.
Poo Song, for Kwang Chow Wan.
President Madison, for Shanghai.
Preussen, for Takao.
Ryndam, for Manila.
Takiva Maru, for Swatow.
Tetsuzan Maru, for Keelung.
Wing Wo, for Kwang Chow Wan.

PASSENGERS.

By the s.s. *President Madison*, from Manila, on November 23rd:—Mrs. E. R. Fairchild, Mr. W. E. Greenbaum, Mr. S. G. Kirkland, Mr. and Mrs. Luis Lichauco, Miss V. Miller, Mr. J. M. Marasigan, Miss M. E. Phillips, Mr. and Mrs. W. H. Porterfield, Mrs. B. C. W. Thompson, Miss E. P. Thompson, Mr. R. B. Trolotta, Mr. E. D. Weigle, and Mrs. J. S. Waddington.

By the s.s. *Mishima Maru*, from Yokohama via ports, on November 23rd:—Mrs. U. Kobayashi, Miss T. Kobayashi, Miss G. Sweet, Dr. B. Schrieke, Mrs. P. Schrieke, Mrs. C. Nogami, Mrs. M. Nogami, Mrs. S. Ogawa, Mr. K. Shimomura, Mr. S. Saiki, Mr. G. H. Tildbury, Mr. T. Urata, Mr. I. Somatsu, Mr. T. Sato, Mrs. T. Torikoshi, Mrs. M. A. Nash, Mrs. S. Seto, Mr. T. Seto, Mr. B. Hayashi, Mr. R. Tsubai, Mrs. N. Nakama, Mrs. S. Ochi, Mr. K. Ono, Mrs. S. Hayata, Mr. J. Mayeta, Mr. K. Fujisawa, Mr. G. Saitoh, Mr. K. Takashi, Mr. S. Takatori, Mr. S. Tarkura, Mr. G. Kato, Mr. A. W. Jordan, Mr. D. Abercrombie, Mr. G. Iizuka, Mrs. H. Iizuka, Miss M. Iizuka, Mr. Y. Iizuka, Mr. R. Iizuka, Mr. H. Otanaka, Miss E. Collins, Miss H. Collins, Mr. J. Burlingame, Mrs. A. Burlingame, Mr. R. Ellis, Mr. J. Marshall, Mr. P. Marshall, Mrs. R. Marshall, Mr. I. Tuckey, Dr. Parr, Miss E. Shepherdson, Miss J. Flavelle, Prof. T. Oshiro, Miss E. Currant, Miss E. Booth, Mr. G. Halligan, Mr. G. Halligan, Mr. L. Barton, Mr. R. Whytlaw, Mr. U. Nakagawa, Mr. J. Nakagawa, Prof. G. Nicholls, Mrs. A. Nicholls, Mr. B. Frame, Miss S. Pollok, Miss E. Link-ter.

By the s.s. *Chambord*, for Marseilles via ports, on November 23rd:—Mr. J. G. Bennett, Mr. J. D. Bolton, Mr. F. Morris, Mr. and Mrs. H. Pattullo, Mrs. A. M. da Cruz, Miss C. da Cruz, Miss M. F. da Cruz, Mr. F. da Cruz, Mr. and Mrs. C. W. Stimson, Miss J. Stimson, Mr. and Mrs. Band, Miss Randy, Miss C. Xavier, Rev. Fr. P. de Cooman, Mr. D. R. Robertson, Miss van Ombeg, Miss Ramona Peyres, Mr. A. C. Cope, Mr. Geo. Lyle, Mr. and Mrs. Tredwell, Mrs. Peters, Miss N. H. Gere, Miss M. B. Gere, Mr. S. E. Buckenholz, Mr. and Mrs. K. P. Harrington, Mr. and Mrs. Dimond, Mr. G. Lefevre, Mr. L. A. V. Ribeiro, Mr. J. A. Wheeler, Miss E. Bantley, Miss Donahue, Mr. E. Neiva, Mr. and Mrs. Cheek, Mr. Cheek, Jr., Miss Cheek, and Mr. A. Huibonbos.

VESSELS EXPECTED

Agra (Swedish East Asiatic), due about November 30th.
Bengloe (Ben Line), due to-morrow.
Pernosa (Swedish East Asiatic), due December 13th.
Maedonia (P. & O.), due to-morrow.
Tajnia (B.I. & Apcar), due to-morrow, about 7 a.m.

CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINIE.

THE Steamship "PREUSSEN" having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd November, 1926, will be subject to Rent.

All Claims must reach us by 1st December, 1926, or they will not be recognised. All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. 27th November, 1926. No Fire Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & Co., Agents, Hong Kong.

Hong Kong, 23rd November, 1926. [4254]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "PREMIUS" are hereby notified that the Cargo will be discharged into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 23rd November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th December, 1926, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hong Kong, 22nd November, 1926. [4217]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th December, 1926, or they will not be recognised.

No Fire Insurance will be effected. GIBB, LIVINGSTON & CO., LTD., Agents, Hong Kong, 22nd November, 1926. [4218]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KEIWA."

ARRIVED HONG KONG, 23RD NOVEMBER, 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSAILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including late of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

MARTIN'S PILLS

APIOL & STEEL
Suits and certain for all Female complaints. Every lady should keep a box in the house.

Chemists and Stores sell them throughout the world.

Proprietor: MARTIN, Chemist, Southampton, England.

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
 *SIBERIA MARU ... Monday, 29th Nov., at Noon
 *TAIYO MARU ... Tuesday, 11th Jan., at Noon
 *TENYO MARU ... Monday, 24th Jan., at Noon
 *KOREA MARU ... Sunday, 6th Feb., at Noon
 *Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
 *ANYO MARU ... Friday, 26th Nov., at Noon
 *BOKUYO MARU ... Friday, 17th Dec., at Noon
 *BAKUO MARU ... Wednesday, 12th Jan., at Noon
 *Omit San Francisco.

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.
 *ATSUTA MARU ... Saturday, 4th Dec., at Noon
 *KASHIMA MARU ... Saturday, 18th Dec., at Noon
 *HAKON MARU ... Saturday, 1st Jan., at Noon
 *SUWA MARU ... Saturday, 16th Jan., at Noon
 *Omit Malacca and Aden.

SYDNEY & MELBOURNE via Manila & Ports.
 *MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.
 *TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.
 *AKI MARU ... Wednesday, 19th Jan., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
 *ATAKO MARU ... Monday, 29th Nov., at Noon
 *TAKAOKI MARU ... Tuesday, 14th Dec., at Noon
 *ASUKA MARU ... Wednesday, 12th Jan., at Noon

BUENOS AIRES via Singapore, Darban & Cape Town, Delagoa Bay & Algoa Bay.
 *KAWACHI MARU ... Sunday, 28th Dec., at Noon
 *BOMBAY via Singapore, Penang & Colombo.
 *TOKUSIMA MARU ... Saturday, 27th Nov., at Noon
 *SADO MARU ... Saturday, 11th Dec., at Noon

CALCUTTA via Singapore, Penang & Hongkong.
 *MURORO MARU ... Wednesday, 1st Dec., at Noon

NAGASAKI, KOBE & YOKOHAMA.
 *AKI MARU ... Saturday, 18th Dec., at Noon

SHANGHAI, KOBE & YOKOHAMA.
 *MALAQUA MARU (Mojit direct) ... Monday, 29th Nov., at Noon
 *SUWA MARU ... Monday, 29th Nov., at Noon
 *TAMBA MARU ... Monday, 29th Nov., at Noon
 *INDIA MARU ... Wednesday, 1st Dec., at Noon

For further information, apply to **NIPPON YUSEN KAISHA.**
 Telephone: Central No. 292 (Private exchanges to all Dep'ts.)

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "ASIATIC PRINCE" ... 4th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... Nov. 24th, 5 p.m.

"PRESIDENT JACKSON" ... Dec. 6th, 5 p.m.

TO EUROPE—2120-2112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocles on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... Nov. 28th, 5 p.m.

"PRESIDENT JACKSON" ... Dec. 10th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795

[18]



**KONINKLIJKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 25th November.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yank Building, CHATER ROAD.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
 STRAITS, JAVA, BURMA, GAYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
 STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
 (Under Contract with H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DEVANHA"	5,155	25th Nov., Noon	Singapore, Penang, Colombo & Bombay.
"KARMAHA"	5,125	27th Nov., Noon	Marseilles, Calcutta, London, Antwerp and Hull.
"DELTA"	8,097	9th Dec.	Singapore, Penang, Colombo and Bombay.
"MAEDONIA"	11,089	21st Dec.	Marseilles, London and Antwerp.
"NELORE"	8,855	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	8,945	25th Dec.	Marseilles, London, Antwerp and Hull.
"MINTZPORE"	8,715	27th Dec.	Singapore, Penang, Colombo and Bombay.
"NYANZA"	7,023	29th Dec.	Marseilles, London, Antwerp and Hull.
"MALWA"	10,941	31st Dec.	Singapore, Penang, Colombo and Bombay.
"KALYAN"	9,144	2nd Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	5,155	4th Jan.	Singapore, Penang, Colombo and Bombay.
"MORUKA"	10,915	6th Jan.	Marseilles, London, Antwerp and Hull.
"DELTA"	8,097	8th Jan.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	10th Jan.	Marseilles, London, Antwerp and Hull.
"NELORE"	8,855	12th Jan.	Singapore, Penang, Colombo and Bombay.
"MANTUA"	10,927	14th Jan.	Marseilles, London, Antwerp and Hull.
"KASHMIR"	9,005	16th Jan.	Singapore, Penang, Colombo and Bombay.
"NYANZA"	7,023	18th Jan.	Marseilles, London, Antwerp and Hull.
"MONGOLIA"	16,504	20th Jan.	Singapore, Penang, Colombo and Bombay.
"MAEDONIA"	11,089	22nd Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	5,155	24th Jan.	Singapore, Penang, Colombo and Bombay.
"KARMAHA"	5,125	26th Jan.	Marseilles, London, Antwerp and Hull.
"DELTA"	8,097	28th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	30th Jan.	Marseilles, London, Antwerp and Hull.
"KHIVA"	8,945	1st Feb.	Singapore, Penang, Colombo and Bombay.
"MORUKA"	10,915	3rd Feb.	Marseilles, London, Antwerp and Hull.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirene, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR MAILINGS

"TILAWA"	10,000	20th Nov.	Singapore, Penang and Calcutta.
"FALAMBA"	8,018	4th Dec.	do.
"TALMA"	10,000	18th Dec.	do.
"SHIRALA"	7,841	31st Dec.	do.
"TAKLIWA"	7,841	14th Jan.	do.
"TAKADA"	6,949	28th Jan.	do.

EASTERN AND AUSTRALIAN MAILINGS (SOUTH)

"TANDA"	8,888	4th Dec.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	31st Dec.	do.
"ARAFURA"	6,000	28th Dec.	do.
"MANTUA"	4,500	1st April	do.
"ARAFURA"	6,000	28th April	do.

Regular Monthly Mailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Manilla, Cebu, Kolambangan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

MAILINGS TO SHANGHAI AND JAPAN

"MAEDONIA"	11,089	28th Nov., 10 a.m.	Shanghai only.
"TALMA"	10,000	27th Nov., 6 a.m.	Amoy, Moji, Kobe and Osaka.
"SHIRALA"	7,841	5th Dec.	Shanghai, Moji, Kobe and Osaka.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	19th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"TAKLIWA"	7,841	13th Dec.	Kobe.
"KALYAN"	9,144	15th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MORUKA"	10,915	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	5,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	23rd Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,927	4th Feb.	Shanghai, Moji and Kobe.
"NELORE"	8,855	5th Feb.	Shanghai, Moji and Kobe.
"TANDA"	8,888	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"MAEDONIA"	11,089	18th Feb.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	5th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	5,155	13th March	Shanghai, Moji and Kobe.
"KARMAHA"	5,125	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 *Passengers on London and Australian Lines are fitted with Landlines.
 Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Rates, Freight, Headbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, Consignment Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 3 to 9 Days)

HAINING ... Friday, 26th November, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).
 Round Trip Tickets will be issued from Hongkong to Fouchow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

CHINA NAVIGATION CO., LIMITED.

HAIPHONG	"KWANGSHI"	On 24th Nov.	Noon.
SWATOW & SHANGHAI	"SOOCHOW"	On 25th Nov.	10 a.m.
HONGKONG & HAIPHONG	"TAIPEI"	On 25th Nov.	Noon.
SHANGHAI	"SZECHUEN"	On 27th Nov.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 28th Nov.	6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"YINGCHOW"	On 28th Nov.	10 a.m.
SWATOW & HANGKOK	"KIANGSU"	On 29th Nov.	Noon.
AMOI & SHANGHAI	"SHANTUNG"	On 30th Nov.	6 a.m.
HANGKOK	"KINGYUAN"	On 30th Nov.	4 p.m.
WHEIRAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 2nd Dec.	6 a.m.
SWATOW & SHANGHAI	"SHINKIANG"	On 2nd Dec.	10 a.m.
SHANGHAI	"NANKING"	On 4th Dec.	6 a.m.

SALOON PASSAGE RATES, HONG KONG to SHANGHAI and vice versa, Have Now Been Reduced To

860 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
 Telephone Central 36. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPEI"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
 HONGKONG to SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING KENCHI ON OR ABOUT
CHANGTE	10th December	17th December
TAIPEI	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
 Telephone: Central 36. Agents. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK via SUEZ.

S.S. "BOWEN CASTLE" ... on or about middle of Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.

S.S. "VENEZIA" ... Sails on or about 8th December.

M.V. "ROMOLO" ... Sails on or about 8th January, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "ESQUILINO" ... Sails on or about 10th December, 1926.

S.S. "VENEZIA" ... Sails on or about 7th January, 1927.

M.V. "ROMOLO" ... Sails on or about 4th February, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... Sails from Calcutta End of December.

"UMSINGA" ... Sails from Calcutta 31st January, 1927.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANHURIAN LINE

(KILLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF CAIRO"	...	Via Suez Canal	3rd December.
"YANGTZE"	...	Via Suez Canal	17th December.
"COLORADO"	...	Via Suez Canal	31st December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

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